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## American Railroad Journal.

New York, Saturday, May 13, 1876.

### Narrow Gauge Engine for the Centennial.

A correspondent of the Buffalo Courier, writing from Dunkirk, under date May 8, 1876, after discussing the merits of the different gauges—the broad, the ordinary (or 4 feet 8½ in.), and the narrow gauge of 3 feet in width says:

The first narrow gauge road was begun in this country in 1871, and since that time so rapid has been their construction that there are now in actual operation in the United States eighty-one of them with a total mileage of 1,968 miles. Dunkirk is interested in the three gauges, and is furnishing rolling stock suitable for them.

### THE BROOKS LOCOMOTIVE WORKS.

of Dunkirk, with its hundreds of skillful mechanics, has become justly noted for many substantial, well-built engines, turned out during the past five or six years. Engineers throughout the country are earnest in their praises of the Brooks locomotives, deeming them the safest now made.

The shop has just completed twenty elegant looking broad gauge engines for the Erie; it is constantly manufacturing standard locomotives,

which are meeting with marked success; and its dummies gotten up for the New York Elevated Railway are as near perfection as they can be. The Brooks Works has also made many narrow gauge engines, the last of which was completed to-day and shipped to the

### CENTENNIAL EXHIBITION.

It is what is known as a "Mogul," with six driving wheels, 36 inches in diameter, and cylinder 11 inches in diameter. The boiler, tank, stack, and ash pan are made of steel, from the Otis Steel Co., of Cleveland, Ohio, and the axles and frames are of best hammered iron. The head light and steam gauge were manufactured by the Buffalo Steam Gauge and Lantern Co., and bear evidence of faithful workmanship. The tender and truck wheels, nicely painted and lettered, are from the Ramapo Wheel & Foundry Co., of Ramapo, N. Y., and the "Little Giant" injector, nickel plated, was furnished by the Rue Manufacturing Co., of Philadelphia. As the engine is designed for passenger traffic, it is equipped with a Westinghouse Air Brake, and also a West steam bell ringer. The cab is of black walnut, highly polished, and, in a panel, under the window on either side there is a large nickel plate, on which is engraved "Brooks Locomotive Works, Dunkirk, N. Y." The engine weighs 33,000 lbs., and has a tractive power of 750 gross tons, on a level, exclusive of curves.

The tender is beautifully painted. Upon each side of it there is an elegantly executed representation of the coat of arms of the United States, and on each end the coat of arms of New York and Pennsylvania. Hundreds of persons have visited the shop to inspect this engine, and all have been highly pleased with its beautiful appearance.

The engine is to be entered for competition at the Centennial, but instead of being placed in the building, it will be put into actual operation upon the Centennial Narrow Gauge Railway—a road which will be run within the Centennial grounds, and which has the exclusive right of conveying passengers from place to place within the inclosure—not even carriages being allowed inside. Dunkirk's contribution will undoubtedly attract much and merited attention, and we are all in hopes that this great "Mogul" will bring us back a golden medal.

The firm of John Stephenson & Co., of this city, manufacturers of street cars, omnibuses, etc., has been re-organized under the title of John Stephenson Co., Limited. The capital and facilities have been largely increased, and the reputation of the concern will be maintained. The members of the new organization are John Stephen-

son, Leander M. Delamater, Daniel W. Pugh, John A. Tackaberry.

### Maryland and Delaware Ship Canal.

The Stockholders of the Maryland and Delaware Ship Canal Company met at No. 52 Lexington street, yesterday, and re-elected the old board of seven directors. The report of Horace B. Tebbetts, of New York, the president, was submitted. It says three years have elapsed since the organization of the company, which has for its object the construction of a ship canal between Chesapeake and Delaware bays, securing a shorter route to the ocean. The estimate for earth excavation was at first \$8,000,000, but because of decline in prices of labor in three years the present estimate is \$4,000,000. The payment of five per cent. additional on subscriptions is asked to complete purchase of the right of way, and enable the execution of a mortgage to secure the issue of bonds. The report suggests the application for aid in some form to Baltimore and Maryland. It says the commerce of Baltimore would yield 4,000,000 tons of traffic a year, which, at twenty cents per ton toll, would bring a revenue to the company of \$800,000. Mr. Tebbetts, annexes extracts from the annual report of the Baltimore and Ohio Railroad Company, and a letter of the late Reverdy Johnson, written in 1874, indorsing the project.—*Balt. Sun*, May 8.

### Delaware and Hudson Canal.

At the annual meeting of the stockholders of the Delaware and Hudson Canal Company, held on the 9th inst., the following Board of managers was elected: Abiel A. Low, Robert L. Kennedy, J. M. Halstead, Le Grand B. Cannon, George Cabot Ward, James Roosevelt, James R. Taylor, Thomas Dickson, John Jacob Astor, Thomas Cornell, W. J. Hopping, J. P. Morgan and R. S. Hone. The report which was presented showed that the coal sales for the year amounted to \$12,034,986 10. The balance of coal on hand December 31, 1875, was \$2,629,042 33.

The Ramapo Wheel and Foundry Company will exhibit at the Centennial a series of truck wheels of all sizes used in this country, from 24 to 42 inches, in one group; the standard wheels and axles as adopted by the Master Car Builders; the standard horse-car wheels of this country; a new pattern of truck wheel, now exhibited for the first time, with hollow hub and tread and solid spoke; the standard metre-gauge wheel of this and all other countries; samples of Richmond and



Salisbury ores and pig iron, and sections of wheels which have had their strength and density tested by the U. S. Government; a set of wheels which have run a long distance under Pullman Palace cars and a truck wheel that has been under a "Mogul" engine of forty tons for four years.

#### Lake Shore and Michigan Southern Railway.

The earnings of this road for the years ending December 31, 1874 and 1875, were as follows:

	1874.	1875.
From freight .....	\$11,018,349 78	\$9,639,088 14
" passengers .....	4,249,022 37	3,922,797 88
" express .....	812,988 84	290,404 18
" mails .....	534,899 77	454,090 87
" rents .....	44,398 84	49,780 89
" other sources .....	86,476 16	78,086 80

\$17,146,130 76 \$14,434,198 76

#### Expenses:

Repairs—road .....	\$1,535,547 02	\$1,314,144 38
" bridges .....	61,385 64	68,514 76
" fences .....	71,651 52	54,279 44
" buildings .....	280,879 64	288,193 65
" engines .....	705,984 82	653,387 09
" cars .....	958,625 88	868,729 95
Steel and iron rails .....	752,049 16	1,101,013 90
Fuel consumed .....	1,226,592 97	1,151,722 30
Oil, waste, etc. ....	191,976 80	193,895 77
Office, train and station supplies .....	219,125 44	180,325 58
General office exp. ....	218,460 79	208,399 30
Conductors, etc. ....	632,941 22	593,316 19
Engine and firemen .....	747,978 37	702,748 81
Agents and station labor .....	1,848,423 62	1,748,592 45
Telegraph repairs & supplies .....	25,354 80	18,750 03
Gas light account .....	37,671 65	33,958 31
Loss and damage .....	106,407 01	75,811 65
Law expenses .....	49,762 39	30,324 85
New York office .....	31,456 62	7,467 21
Rents payable .....	73,593 91	70,146 26
Outside agencies & advertising .....	253,319 74	243,163 99
Contingencies .....	13,209 95	12,107 19
Hire of cars .....	614,315 86	428,807 03
Taxes .....	499,656 84	483,701 29

\$11,152,371 56 \$10,531,500 88  
Net earnings ..\$5,993,759 20 \$3,902,697 88

#### Deduct—

Interest on funded debt .....	\$2,663,680 00
Dividends 10 per ct. on guaranteed stock .....	53,350 00
Rental Erie and Kalamazoo Railroad .....	80,000 00
Rental Kalamazoo, Allegan and Grand Rapids Railroad .....	103,800 00
Rental Jamestown and Franklin Railroad (40 per cent of earnings) .....	91,539 25
Rental Mahoning Coal Railroad (40 per ct. of earnings) .....	34,456 44

\$2,976,825 69

Less interest and dividends on assets ..... 166,532 05 |

2,810,293 64

Leaving for the stock (\$2 20 per share) ..... \$1,092,404 24 |

Dividend No. 11, February 1, 1876, 2 per cent. .... 989,330 00 |

Surplus ..... \$108,074 24 |

Add reduction of floating assets ..... 1,314,212 85 |

Total to be accounted for ..... \$1,417,287 09 |

#### Disposed of as follows:

Construction .....	\$275,481 85
Equipment (95 cars) .....	\$97,099 08
Westinghouse Air Brake account .....	10,688 94

\$107,788 02

Less proceeds two locomotives sold ..... 12,500 00 |

95,238 02

Reduction of funded debt ..... 261,000 60 |

Other liabilities reduced ..... 711,268 55 |

Securities taken under traffic agreement with connecting roads, etc. .... 74,308 67 |

Total, as above ..... \$1,417,287 09 |

Compared with the previous year, the gross earnings of 1875 show a decrease of \$2,711,932, with a decrease in operating expenses and taxes of \$620,870 68, making the decrease in net earnings \$2,091,061 32. The President in his report says:

The President and Directors of the Lake Shore and Michigan Southern Railway Company submit to the Stockholders the following Report for the fiscal year ending December 31, 1875:

#### ROAD OPERATED.

The number of miles of road operated in 1875 was the same as in 1874—1,175.39 miles—of which 540.37 are main line, and 635.02 miles are branches and tributary roads. This company owns 1,024.71 miles of railroad, (although 160.11 miles are embraced in three other organizations), and leases 150.68 miles.

Of the 540.37 miles of main line, 230.80 miles are double track, making the main line, reduced to single track, equal to 770.45 miles; and two branches—203.66 miles—are so situated that they, with the main line, form a double line of road between Cleveland, Ohio, and Elkhart, Indiana, (101 miles east of Chicago), making, together, 974.11 miles of railroad, of which 604 miles are laid with steel rail. Contracts have been made for substituting 14,000 tons (150 miles) of steel rails for iron, during the coming year.

The side tracks were increased in 1875 by 17.48 miles, and now amount to 446.70 miles.

The total number of miles of track to be maintained amounts to 1,852.89, the details of which, location by States, etc., will be found in the usual place in this report.

#### CONSTRUCTION.

This account for 1875 amounted to \$275,481 85, as follows:

New side tracks, 17.48 miles .....	\$121,797 73
Ashtabula Harbor—Coal docks, etc. ....	31,180 03
Real estate .....	24,293 04
New buildings .....	90,915 13
Bridge masonry .....	7,295 87

Total—1875 ..... \$275,481 85 |

" 1874 ..... 1,043,723 82 |

" 1873 ..... 2,349,959 84 |

" 1872 ..... 5,504,217 99 |

" 1871 ..... 3,843,333 70 |

" 1870 ..... 1,113,560 90 |

Total—six years ..... \$13,630,328 10 |

#### EQUIPMENT.

But little change was made in the equipment of the road in 1875. Two engines were sold, reducing the number from 497 to 495. Ninety-five cars of various classes were added, increasing the number from 10,442 to 10,537. The amount of this account for 1875 was \$95,238 02. For six years, 1870 to 1875, inclusive, \$5,904,087 09, for 223 locomotives and 4,739 cars.

The road is equipped sufficiently for a much larger volume of business than it is now doing.

The balance against this company for car service was reduced, as predicted in the last report, from \$614,315 86 in 1874, to \$428,807 03 in 1875, and a further reduction will be made in 1876.

#### CAPITAL STOCK.

The capital stock of the company is \$50,000,000, to wit:

Guaranteed (10 p. c.) 5,335 Shares. \$533,500  
Ordinary ..... 494,665 Shares. 49,466,500 |

500,000 Shares. \$50,000,000

Of the guaranteed stock, the claim for dividends between 1857 and 1863 has been settled by compromise on \$350,600, leaving \$182,900 still unsettled. Dividends of 5 per cent February 1, and 5 per cent August 1, have been regularly paid on this stock since August 1, 1863, the date of the first dividend.

#### BONDED DEBT.

The bonded debt of the company stood—

December 31, 1874 ..... \$36,511,000 |

December 31, 1875 ..... 36,250,000 |

Decrease ..... \$261,000 |

This decrease was accomplished by providing for the arrearages of the Sinking Fund of the First General Consolidated Mortgage of \$25,000,000. This mortgage provides for a sinking fund of one per cent, or \$250,000 per year. This obligation has run for five years, amounting to \$1,250,000, and is now entirely fulfilled. This leaves outstanding \$23,750,000 of the First General Mortgage debt—including the divisional—or bonds of the different companies embraced in the consolidation, which, at maturity, are to be merged into this debt.

Of the Second General Mortgage of \$25,000,000, there are outstanding, including the bonds of 1882, \$12,500,000. The entire debt of the company bears interest at the rate of seven per cent (currency.)

#### EARNINGS.

The results for the six years of this (consolidated) company's existence are as follows:

Gross earnings.	Operating exp. and taxes.	Net earnings.
\$	\$	Per cent.
1870. 13,509,235 53	8,368,821 08	61.9 5,140,414 45
1871. 14,898,449 88	9,779,806 23	65.6 5,118,643 15
1872. 17,699,935 28	11,839,525 62	66.9 5,860,409 66
1873. 19,414,509 26	13,746,593 54	70.9 5,667,915 72
1874. 17,146,130 76	11,152,371 56	65.0 5,993,759 20
1875. 14,434,198 76	10,531,500 88	72.9 3,902,697 88

Interest, leases and dividend on guaranteed stock.	Dividends.	Surplus.
Amount.	Rate.	
1870. \$1,828,897 09	\$2,752,380 8	\$559,157 36
1871. 2,121,164 70	2,874,355 8	123,122 82
1872. 2,201,459 13	3,466,096 8	192,854 53
1873. 2,654,560 57	1,978,040 4	1,035,310 15
1874. 3,008,192 76	1,607,661 3	1,377,905 19
1875. 2,810,293 64	989,330 2	103,074 24

An analysis of the decrease in freight earnings, 1875, shows as follows:

Decrease from reduced rates ..... \$1,603,501 47 or 13.45 per ct. |

Decrease from reduced business ..... 675,810 17 or 5.67 per ct. |

Total decrease ..... \$2,279,311 64 or 19.12 per ct. |

The average rates per ton per mile for the past six years have been as follows:

East-bound.	West-bound.	Both ways.
1870 .....	1.856 cent.	1.882 cent.
1871 .....	1.357 "	1.478 "
1872 .....	1.272 "	1.638 "
1873 .....	1.297 "	1.437 "
1874 .....	1.098 "	1.432 "
1875 .....	0.954 "	1.155 "

The bitter conflict with each other, inaugurated by other lines in 1874, extended through three-quarters of the year 1875. Into the sharp competition resulting from this conflict, this company was unavoidably drawn; and to this mainly, aided, however, by the general depression of business, especially the great prostration of the iron and coal business, causes beyond the control of



its management, may be attributed the fact that this company earned but \$2 20 per share of stock, against \$6 25 per share in 1874.

The average rate per ton per mile in 1875 was, on its entire business, through and local, but one and one-hundredth cents, which is fourteen and one-half per cent below the very low rate of 1874, (1.18.) This difference—.17 of one cent—on the large tonnage moved, resulted in a loss in net earnings of \$1,603,501, which is equal to 34 per cent upon the capital stock.

No more effective illustration of the excessive depression of the rates of transportation could be given than the following comparison:

Cents.	
Average rate per ton per mile, all freight, 1860 .....	2.292 (gold.)
Average rate per ton per mile, all freight, 1875 .....	1.010 (currency.)

Reduction .....

On the other hand, taxes in 1875 have averaged 400 per cent more than in 1860—in some localities as much as 1000 per cent—while the cost of supplies and labor used in operating railroads was no less.

An average rate of one and one-quarter cent per ton per mile—but little more than half (54 per cent) the rate of 1860—in connection with the rigid economy enforced in every department of the road, would give the stockholders of this company dividends at the rate of seven per cent per annum.

The earnings from passengers, as compared with the two preceding years, show the following results:

1875—Moved 3,170,234 passengers, an average distance of 52 miles, at an average rate of 2.38 cents per mile, earning .....	\$3,922,797 88
1874—Moved 3,056,263 passengers, an average of 56 miles, at an average rate of 2.45 cents per mile, earning .....	4,249,022 37
1873—Moved 2,845,163 passengers, an average of 63 miles, at an average rate of 2.55 cents per mile, earning .....	4,569,729 74
Decrease in 1875, as compared with 1874, is caused by—	
Slightly diminished average rate, (7.10 of one mill) .....	\$115,465 80
Less miles traveled—4 miles per passenger .....	210,758 89
Total decrease .....	\$326,224 49

It is a gratifying fact that the local business of the road was larger in 1875 than ever before—showing an increase of 67,109 tons freight and 79,828 passengers, in both cases 2.6 per cent over the previous year.

The reduction in earnings from "all other sources," \$106,895 87, is more apparent than real, the most of it caused by the receipt, in 1874, of back pay for increased mail service, unduly swelling the mail earnings of that year.

#### OPERATING EXPENSES.

Operating expenses and taxes, 1875, including 105 miles steel rail .....	\$10,531,500 88
Operating expenses and taxes, 1874, including 78 miles steel rail .....	11,152,371 56
Operating expenses and taxes, 1873, including 141 miles steel rail .....	13,746,598 54

Reduction, 1875, as compared with 1874 .....

It is expected that 1876 will show a further large reduction in this account, the first quarter of the year being over \$600,000 less than the same quarter of 1875.

The expenses for 1875 include the entire cost of 9,962 tons (105 miles) of steel rails. 522,758 cross-ties (185 miles) were renewed. 157 cars of various classes were built and purchased to re-

place a like number worn out or destroyed. The road and equipment have been maintained in all respects, and emerge from the mild winter in excellent condition.

#### GENERAL REMARKS.

Upon reference to the "Income Account" on a subsequent page, it will be found that the two items, "Discount on Bonds" and "Interest on Floating Debt," which have appeared in that account, in each preceding annual report of this company, and have absorbed so much money, are not there; they have disappeared never to return, it is hoped.

The sale of bonds and increase of debt came to a full stop in 1874. No increase in the aggregate funded debt has been made since the troublesome floating debt, inherited from the previous administration, was extinguished; not only so, but a movement has been made in the opposite direction, by providing for the sinking fund, thus reducing the funded debt.

A noticeable fact shown by this report, is, that after paying every charge against the year 1875, including (by anticipation) the dividend payable February 1, 1876, and satisfying the sinking fund, there remained in the treasury a very considerable balance, applicable to the future. This is the first time that this result has been attained.

The fixed charges against net earnings, which take precedence of dividends upon the capital stock, will be, in 1876, as follows:

Interest on L. S. & M. S. R'y debt, \$36,250,000 at 7 per cent .....	\$2,537,500
Interest on D. M. & T. R'y debt, \$924,000 at 7 per cent .....	64,680
Interest on K. & W. P. R'y debt, \$600,000 at 7 & 8 per cent .....	44,000
Dividend on guaranteed stock, \$583,500, at 10 per cent .....	58,350
Rental four branch roads—partly estimated .....	275,000
	\$2,974,530
Less interest and dividends on assets .....	225,000
Total .....	\$2,749,530

Equal to \$229,000 per month.

Mr. Amasa Stone, your managing director, resigned July 1, 1875, on account of ill health and private business. Mr. John Newell, formerly President of the Cleveland and Toledo Railroad Company, (now a part of this road), and later President of the Illinois Central Railroad Company, was, upon Mr. Stone's resignation, appointed General Manager of the line. Great credit is due these gentlemen and their subordinates, for efficiency and economy in operating the road and managing its affairs.

The number of engines on the road December 31, 1875, was 495. Miles run by engines, 11,517,223. Cost of repairs per mile run, 5.67 cents. The cars are classified as follows: first-class passenger 141, second-class and smoking 9, emigrant 26, railroad postal 18, baggage 59, paymasters' 2, express freight 9, box 5,166, stock 1,330, oil 292, platform 1,682, coal 1,397, caboose 249, derrick 9, and dumper 148.

Tons of through and way east bound freight, 3,381,876; do. west bound, 1,640,614—total freight movement, 5,022,490. Tons carried one mile east, 677,979,702; do. west, 265,256,459—total, 943,236,161.

Number of through passengers carried: first-class, 58,225; second class, 6,611; emigrant, 4,101—total, 68,940. Way passengers: first-class, 3,076,497; second-class, 17,423; emigrant, 7,874—total, 3,101,294. Total through and way, 3,170,234. Passengers carried westward, 1,607,456; do. eastward, 1,562,778. Miles traveled by through passengers, 37,227,600; do. way passengers, 127,723,261—total mileage of passenger, 164,950,861.

#### CONDENSED BALANCE SHEET, Dec. 31, 1875.

Capital stock, common .....	\$49,466,500 00
Capital stock, preferred .....	583,500 00

Total stock .....

Funded debt (\$36,250,000) viz:

Cleveland, Painesville and Ashtabula Railroad .....	\$2,010,000 00
Lake Shore Railway .....	1,442,000 00
Lake Shore & Michigan Southern .....	19,066,000 00
Michigan Southern & Northern Indiana .....	7,938,000 00
Cleveland & Toledo .....	2,444,000 00
Buffalo and Erie .....	3,350,000 00
	36,250,000 00

Debt of roads owned:

Detroit, Monroe & Toledo .....	\$924,000 00
Kalamazoo and White Pigeon .....	400,000 00
Schoolcraft and Three Rivers .....	100,000 00
Kalamazoo and Schoolcraft .....	100,000 00
	1,524,000 00

December liabilities, paid in January .....

Dividend, paid February 1, 1876 .....

Income, or profit and loss account .....



## Great Western Railway of Canada.

The Directors now present the accounts for the half-year ended 31st January, 1876. As was the case last half year, they are rendered in the form prescribed by the Imperial Act for the Regulation of Railways. The figures, throughout, are reduced to a uniform gold equivalent, and therefore do not compare in all respects with those of former half years.

The following summary affords a comparison with the figures of the corresponding half-year of 1875, both being reduced to the same gold basis:

Jan. 31, 1875.	Jan. 31, 1876.
£482,151..Gross receipts.....	£486,087
Working expenses, including the transfer to renewal funds, being at the rate of 70.99 per cent., against 74.38 per cent.	
358,631..for the corresponding period	309,567
£123,520	£126,520
Balance of transfer to renewal funds, change of gauge fund,	
26,226...&c.....	33,976
£97,294	£92,544

The loss on working leased lines being £10,019, and the charge for the depreciation fund to replace overvalued assets £6,500, there remains £76,025 applicable to interest on bonds and debenture stock. The amount required for this purpose, after deducting the credit balance of the general interest account, is £98,607. The net deficit of the revenue of the half year is therefore £17,582. In the corresponding half year of 1874-5 it was £14,231.

The total overdraft on revenue account at 31st January, 1876, is £159,146, and the accumulated dividend in arrear on the 5 per cent. preference stock is £38,224.

The several renewal and other funds exhibit the following balances on 31st Jan., 1876:

	Credit balance half-year, Jan. 1875.	Credit during half-year, 1876.	Balance Jan. 1876.
Ferry steamers renewal fund...	20,210	4,108	24,318
Locomotive do. do. ...	77,901	12,842	90,743
Car do. do. ...	8,900	14,317	23,217
Insurance fund.....	1,667	562	2,229
	106,668	31,617	138,285
Less—Rail and Bridge Fund in Debit.....		Dr.3,320	Dr.3,320
	106,668	28,297	134,965

It may be observed that, but for the requisite transfers to the various renewal funds, the insurance fund, the change of gauge fund, and the depreciated assets fund, amounting in all to £42,150, the half year's revenue would have shown a credit balance of £24,567, after providing for the bond and debenture stock interest.

The gross traffic receipts on the main line and branches (excluding the Galt and Guelph, the Wellington, Grey, and Bruce, London, Huron, and Bruce, and London and Port Stanley railways) amount to £436,087 as compared with £482,151 in the corresponding half year, showing a decrease of £46,064, the detail of which is thus classified:

Decrease in local passenger earnings.....	£5,368
“ through “.....	17,112
“ foreign freight and live stock earnings.....	89,086
“ mails, express freight, & rents.....	2,608
	64,114
Increase in local freight and live stock ...	18,050

Total decrease.....£46,064

This deficiency in the traffic earnings is chiefly due to the continuance of the very low rates, especially on through business, to which reference was made in the last report. Towards the end of the half year some improvement took place, but too late to bring up the traffic receipts to the

former level. The volume of traffic was in excess of that of the corresponding period in 1875 by about 115,000 tons of freight. The President of the Michigan Central railway, in his report of December last, refers to the proceedings of those who forced down the through rates in 1875, and uses these significant words:—“All profit and much more is lost, sacrificed by a competition which really looks more like insanity than the result of any wise consideration of the circumstances.” Until within the last few weeks the Directors felt confident that wiser counsels might be expected to prevail for some time, but recent information forbids them to be too sanguine in this respect. All their influence, however, is being, and will continue to be, in favor of peace and good understanding between the competing systems.

The total cash working expenses amounted in the past half-year to £309,567, which is about £49,000 less than in the corresponding period of 1875, notwithstanding some increase in the train mileage. The gross working expenses, including the transfers to renewal and other funds (but not the charge for replacing depreciated assets) amounted to £343,543, or about £41,000 less than those of the corresponding half year. The permanent way and works throughout the Great Western system have been maintained in an unexceptionally good condition. Rather more than 31 miles of steel track have been laid down during the half-year. In the working expenses is included the sum of £7,452, being the balance of the change of gauge account. This account is now finally closed, and there will be no further debit to revenue in respect of it. The total amount borne by revenue from the commencement on July 31st, 1871, is £89,352. The earnings and working expenses, reduced to a similar gold standard, compare as follows for the last four half years:

Earnings		Cash wkg. expenses, excluding renewal and other funds.		Wkg. expens., inclg. renewl. and other fids.	
Half-years ended	per train mile.	Per train mile.	Per ct. of gross receipts.	Per train mile.	Per ct. of gross receipts.
July 31, 1874...	6 34	5 0	79.38	5 34	84.31
Jan. 31, 1875...	6 84	4 11½	74.38	5 4	79.82
July 31, 1875...	4 11½	4 6	90.22	4 9½	93.77
Jan. 31, 1876...	5 7	3 11½	70.99	4 4½	78.77

The unexpended portion of the earnings in American currency have been converted into gold from time to time at the current rates of the day. The average rate at which the conversions have been effected is 114½, as against 110½ in the corresponding half year of 1875.

The working of the leased lines resulted in a balance of loss for the half year of £10,019, or £9,969 less than that of the half year ending 31st July, 1875. The Wellington, Grey, and Bruce railway, after the appropriation of 30 per cent. of the gross earnings under the traffic agreements towards meeting the interest on the bonds of that company, has alone entailed a loss in working of £10,154. The sum equal to 20 per cent. of the earnings derived from additional traffic interchanged with the Wellington, Grey, and Bruce railway, amounting for the half year to £3,900, has to be invested in the bonds of that company.

Reference was made in the last half year's report to the propriety of establishing a fund, based on the train mileage, for the purpose of equalizing the future charge for renewal of steel rails, and for the replacement, in stone and iron, of the present wooden bridges exceeding a certain span. The directors have decided to recommend that this fund should be credited at the rate of cents 7.76 per train mile run, whether on the main line and branches, or on the Galt and Guelph and Wellington, Grey, and Bruce lines. On an average of about 1,900,000 train miles in each half year, this will produce about the sum named in the last report, viz., £60,000 per annum. Three-fourths of this rate (or cents 5.82) will be the charge for the renewal of the rails, and one-fourth (or cent 1.94) for that of the bridges. This computation can be adjusted if experience proves it to be necessary. On this basis, the working of the fund during the past half year leaves the account in

debit, on January 31st, 1876, to the extent of £3,320, viz., for the Great Western line proper, £1,882, and for the Galt and Guelph and Wellington, Grey, and Bruce lines £1,438. The other reserve funds have been maintained on the same principle as heretofore, the question of the train mileage charge for the locomotive and car renewals being still under consideration with the auditors. The deficiency in the stock of cars, referred to in the car superintendent's report, was only discovered after the appointment of that officer. The amount required to replace this deficiency will be charged against the car renewal fund.

The cash receipts on capital account for the half year amounted to £65,546 as follows:

SHARE ACCOUNT.	
Nominal amount of final instalment on 37,889 new shares issued at the price of £10 for each £20 10s. share.....	£194,182
Second and third instalments in arrear 31st July, 1875.....	1,822
	£196,004
Less received on account of final instalment as per last half year's report...	15,179
	£180,825
Deduct calls in arrear 31st January, 1876.....	£4,323
Proportion of discount on final instalment.....	99,457
	108,779
	£77,046

LESS BOND ACCOUNT.	
Balance of 6 per cent. bonds due 15th November, 1873, paid off.....	500
	£76,546

The charges to capital account during the half year have amounted to £300,102. This sum includes the amount of £99,457, being the balance of discount on the final instalment of the new shares, and £179,509 for investments in the bonds of the London, Huron and Bruce, and Wellington, Grey, and Bruce railways. The balance of £21,136 embraces a transfer to capital account of £3,786 for an expenditure prior to December, 1873, for construction cars and tools, which has hitherto been included in the engineering stores account. The remaining expenditure, amounting to £17,350, is composed chiefly of the proportionate charges to capital for steel rails, and the renewal of wooden bridges in stone and iron. The total capital expenditure to 31st January, 1876, amounted to £9,183,649, leaving a credit balance on that account of £396,947.

**GRAND TRUNK RAILWAY COMPANY.**  
The directors have not yet been able to make as much progress as they could wish in the negotiations commenced last summer for the division of competitive traffic with the Grand Trunk. The resolution of the shareholders, adopted on the 11th November last, confers on the directors all the power which they require; and the general managers of the two companies have held several conferences, and have collected the greater part of the preliminary information. The directors, however, received in January fresh overtures from the Grand Trunk Company, which have led to further negotiations both here and in Canada; and a proposal, dated the 15th inst., has been made by the directors to the Grand Trunk Board.

## DETROIT AND MILWAUKEE RAILROAD COMPANY.

At the date of the last report, the scheme for the reconstruction of this company, initiated by the Committee of London bondholders, had not made much progress. Subsequently, however, a different plan was brought forward by a section of the American bondholders specially interested in the City of Detroit; and the directors of the Great Western suggested that a gentleman in the confidence of the promoters of this plan, should confer in London with the Bondholders' Committee and this Board. It was, however, decided by the



London Committee to send out a representative to America with power to conclude arrangements on the spot, and Sir Charles Young proceeded accordingly to Canada in January last, and held frequent conferences with the representatives of the Great Western Company. The directors hope that a satisfactory arrangement will be made, under Sir Charles Young's auspices, between the several sections of bondholders and this company, but the negotiations are not yet complete.

#### LONDON, HURON, AND BRUCE RAILWAY.

This line of 69 miles was partially opened for traffic in January last. It is well constructed, and the directors have reason to expect that its traffic will steadily improve. The total cost to this company will probably be between £160,000 and £170,000, after allowing for the contribution made in aid of its construction by the Ontario Government and various municipalities. This net cost is from £20,000 to £30,000 less than the amount which the shareholders authorized the directors to contribute. The London, Huron, and Bruce directors have executed and issued to this company, pending a final settlement of the account, a 6 per cent. Bond for £180,000, valued at 90 per cent., or £162,000. The temporary advance of £57,299, shown in the balance sheet, is being liquidated by the proceeds of sale of the Government and Municipal Bonds.

The directors introduced into the Dominion Parliament, during the present session, a carefully considered Finance Bill, which has since become law. A copy of the Act is appended to this report.

The main objects of this enactment are:—(1) To enable the shareholders to charge to capital the revenue over-draft arising from the insufficiency of the net receipts (since February, 1874, and, if necessary, until February, 1877) to meet the entire charge for bond and debenture interest. The shareholders have hitherto approved of the payment in full of this interest, and the necessary funds, not provided by revenue, have been supplied by the share capital raised at £10 per share in October, 1874. (2) To enable the shareholders to charge to capital the amount by which certain assets were overvalued in past years, to provide for which £6,500 has been set aside this and last half year. (3) To enable the shareholders to agree with the preference stockholders for the funding of the overdue preference interest in additional preference stock. (4) To enable the directors to exercise the borrowing powers of the company, authorized by the shareholders, either in terminable bonds or perpetual debenture stock, at their discretion; and to enable the shareholders to increase the share capital to the extent of any reduction of the loan capital. Provision is also made for the increase of the borrowing powers of the company, rendered necessary by the acquisition of the bonds of the Wellington, Grey, and Bruce, and London, Huron, and Bruce Companies. Resolutions will be proposed to the shareholders authorizing the directors to exercise the three first named powers, and also to raise, should they think fit any part of the capital required for the Wellington, Grey, and Bruce, and London, Huron, and Bruce bonds in terminable bonds instead of in debenture stock, the resolution adopted at the last meeting conferring power as to the latter only.

The President and Mr. George Cockburn, at the pressing request of their colleagues, spent the greater part of February and March last in Canada and the United States, and devoted much attention to several questions of importance to the company, the solution of which was greatly assisted by their presence. One of the most pressing of these, besides the subjects referred to in the four last paragraphs (16 to 19), was a reform in the arrangements for through business between the Western States of America and Europe, over the lines of this company, a reform shown to be necessary by a comparison between the progress in this class of traffic made by the Great Western and by other systems. The directors are glad to be able to report that fresh arrangements have now

been made to this end, which, in their opinion, cannot fail to bring to the Great Western Railway a much greater share of this valuable business. The president and Mr. Cockburn have expressed to their colleagues, in the strongest terms, their sense of the firmness, ability and above all comprehensive grasp of intricate questions, with which Mr. Broughton is administering the affairs of the company, and the directors hope that the confidence which they feel in him may be echoed by the proprietors.

The directors announce with deep regret the severe loss which they have sustained in the death of their esteemed colleague, Mr. Seymour Clarke, the vice president of the company, from whose intimate acquaintance with every branch of railway business they derived the greatest advantage.

On behalf of the Board of Directors.

HUGH C. E. CHILDERS, President.

#### Railroad Earnings.

The earnings and expenses of the Michigan Central Railroad in March, 1876, as compared with the same month in 1875, were as follows:

	1876.	1875.
Gross earnings.....	\$588,981 52	\$611,210 85
Operating expenses ...	388,180 12	458,376 96
Net earnings .....	\$195,801 40	\$152,833 89

The gross and net earnings of the St. Louis, Kansas City and Northern Railway Company for the quarter ending April 1, 1876, were as follows:

	Earnings.	Expenses.	Net earnings.
January .....	\$246,098	\$181,687	\$114,411
February .....	282,879	150,818	132,560
March .....	271,230	140,014	131,216
Total .....	\$800,207	\$422,020	\$378,187

The following are the earnings of the Central Pacific Railroad Company:

For the month of April, 1876. ....	\$1,468,000
For the month of April, 1875. ....	1,266,984
For the month of April, 1874. ....	1,110,623
Earnings first four months, 1876. ....	4,562,000
Earnings first four months, 1875. ....	4,373,344
Earnings first four months, 1874. ....	3,645,649

The earnings of the Toledo, Peoria and Warsaw Railway Company for the first four months of 1876, as compared with the earnings for the same months of 1875, were as follows:

	1875.	1876.
January .....	\$71,436 97	\$99,208 42
February .....	61,808 83	112,239 79
March .....	72,804 72	102,736 66
April .....	71,809 35	118,042 94

Totals .....	\$280,859 87	\$432,227 81
Increase .....		151,367 94

The gross earnings of the Pacific Railroad of Missouri for the month of April, and from January 1 to April 30, compare as follows:

April, 1876. ....	\$283,732
April, 1875. ....	180,045

Increase .....	\$103,707
From January 1 to April 30, 1876. ....	\$1,183,956
From January 1 to April 30, 1875. ....	951,388

Increase .....	\$232,568
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The estimated earnings of the Ohio and Mississippi Railroad Company during April, were:

1876 .....	\$306,636 73
1875 .....	279,360 95

Increase .....	\$27,275 78
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Total earnings, four months, viz: January, February, March and April:

1876 .....	\$1,220,852 89
1875 .....	1,094,918 97

Increase .....	\$125,933 92
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The following are the earnings of the St. Louis, Kansas City and Northern Railway Company:

For first week in May, 1876. ....	\$53,720
For first week in May, 1875. ....	44,380

Increase .....	\$9,340
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#### Rapid Transit in Brooklyn.

At a meeting of the Brooklyn Common Council held on the 8th inst., the Committee on Railroads, to whom was referred the petition of the Brooklyn Elevated Railway company asking permission to operate their road through certain streets and avenues, reported in favor of the following route: commencing on Water street, near the Fulton Ferry, running thence to Pearl street, thence to Willoughby street, thence along Willoughby street to Gold street, thence to Macomber square, thence along Macomber square and De Kalb avenue to Grand avenue, thence along Grand avenue to Lexington avenue. A branch is also to be constructed from Pearl and Sands streets along Sands street to Washington street, thence over the streets lying between that point and Fulton Ferry, on a line parallel with the lands owned and occupied for the purpose of the New York Bridge Company, and thence along the streets and avenues mentioned for that purpose in the act incorporating said company. The railroad company is also authorized to construct and maintain their road upon, over, and along a branch, beginning at the junction of Sands and Pearl streets, and thence along Sands street to the New York Bridge, and thence upon said bridge, or parallel thereunto, and upon lands adjacent thereto, along, across, and over the intersecting streets to East River. The company shall not be authorized to locate the supporting columns of said railway within the roadway between the curb-stones, except at Macomber square, at which point and on said square said company are hereby permitted to place such columns for said railways as shall be necessary for the purposes of said company. The provisions of their charter require the company to commence the construction of the road on May 26.

#### Claremont and White River Junction R. R.

At the annual meeting of the stockholders of this company held at Cornish Flat, N. H., on the 3d inst., the following gentlemen were unanimously re-elected directors: Hosea W. Parker, Otis F. R. Waite and R. W. Love, Claremont; Orlando Powers, J. M. Davidson and S. W. Bryant, Cornish; J. F. Raynsford, F. J. Morgan and W. C. True, Plainfield. At a meeting of the directors Hon. H. W. Parker was elected President, T. A. Gleason Clerk, and Dr. George W. Hunt of Cornish, Treasurer. Otis F. R. Waite, H. W. Parker and F. J. Morgan were authorized to negotiate with any parties for the construction of the road. It is understood that favorable proposals have been received for the early completion of the line.

At the annual meeting of the stockholders of the Lake Shore and Michigan Southern Railway Company, held at Cleveland, Ohio, on the 3d inst., the following gentlemen were chosen directors for the ensuing year: Cornelius Vanderbilt, William H. Vanderbilt, Augustus Schell, S. Barger, Robert L. Crawford, Jno. E. Burrill and Francis P. Freeman of New York, Henry B. Payne and Amasa Stone of Cleveland, William L. Scott, Charles M. Reed and Judah C. Spencer of Erie, Pa., Albert Keep of Chicago. Nearly \$37,000,000 of stock was voted on.



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. .... 100	13,500,000	J. & J.	Jan. '76 34	Long Island .... 50	3,000,000	M. & S.	May '75 10a	Vermont and Mass. .... 100	2,600,000	A. & O.	Apr. '76 24
Atlanta and West Point. .... 100	1,232,200	J. & J.	July '75 8	Louisv., Cin. and Lex. .... 50	1,823,483	J. & J.	July '69 8	Warren (N. J.) .... 100	1,800,000	J. & D.	Dec. '75 8
Atlantic and Gulf .... 100	3,098,200	J. & J.	July '75 8	..... pref. 100	848,700	J. & J.	Jan. '74 44	Warwick Valley .... 100	225,000	A. & O.	Apr. '72 24
..... guar. .... 100	786,476	M. & N.	Nov. '73 34	Louisville and Nashville. .... 100	9,890,600	F. & A.	Feb. '74 4	Westchester & Phil. pref. .... 100	821,300	J. & J.	Jan. '76 4
Atlantic and St. Law. .... 100	39,394,900	M. & S.	Mar. '76 8	Louisv., N. Alb. & Chi. .... 100	3,200,000	J. & D.	Dec. '70 3	West Jersey .... 100	1,559,750	F. & A.	Feb. '74 4
..... new 1870. .... 100	1,500,000	J. & J.	Jan. '75 8	Lowell and Lawrence .... 100	200,000	A. & O.	Apr. '76 3	Winchester & Potomac* .... 100	180,000	J. & J.	Jan. '76 3
Avon, Genesee & Mt. M. .... 100	225,000	A. & O.	Jan. '75 8	Lykens Valley .... 100	600,000	F.M.A.N.	Aug. '75 24	Winchester & Strasburg* .... 100	500,000	J. & J.	July '75 34
Baltimore and Ohio. .... 100	13,151,922	M. & N.	May '76 5	Macon and Western .... 100	2,500,000	J. & J.	July '73 5	Worcester and Nashua. .... 75	1,789,800	J. & J.	Jan. '76 34
Baltimore and Potomac. .... 100	1,650,000	A. & O.	Apr. '75 5	Maine Central .... 100	3,400,500	M. & N.	May '76 5	HORSE-POWER R. R.			
Berkshire .... 100	600,000	quarterly	Apr. '76 14	Manchester and Law. .... 100	1,000,000	M. & N.	May '76 5	Albany City .... 100	110,300	— & —	Jan. '76 4
Blossburg & Corning. .... 40	250,000	J. & D.	Dec. '72 2	Marquette & Cincinnati. .... 50	1,408,912	M. & S.	Sep. '66 3a	Baltimore City .... 25	800,000	— & —	Jan. '76 4
Boston and Albany .... 100	20,000,000	M. & N.	May '76 5	..... 1st pref. .... 50	8,130,719	M. & S.	Sep. '66 3a	Bleekerst. & F. Fy. (N.Y.) .... 100	900,000	— & —	Jan. '76 4
Bos., Cin. & Fitchburg. .... 100	1,172,600	J. & J.	Jan. '76 3	..... 2d pref. .... 50	4,400,388	M. & S.	Sep. '66 3a	Boston and Chelsea .... 100	110,000	A. & O.	Apr. '76 4
Agricultural Br. guar. .... 100	80,000	J. & D.	Dec. '75 3	Massachusetts .... 25	400,000	F. & A.	Feb. '75 3	Broadway (Brooklyn) .... 100	200,000	J. & J.	Jan. '75 4
Bost., Conn. & Mont. .... 100	800,000	M. & N.	May '76 3	Michigan Central .... 100	18,738,204	J. & J.	Jan. '73 4	Broadw. & 7th Av. (N.Y.) .... 100	2,100,000	J. & D.	Jan. '75 4
Boston and Lowell .... 500	3,200,000	F. & A.	Jan. '75 3	Mil Creek & Minehill* .... 50	333,375	J. & J.	Jan. '76 5	Brooklyn City & Newt. .... 100	1,500,000	F.M.A.N.	Jan. '76 3
Boston and Maine .... 100	6,921,274	M. & N.	May '76 3	Milwaukee and St. Paul. .... 100	15,899,261	J. & J.	Dec. '70 7a	Brooklyn City & Newt. .... 100	600,000	J. & J.	July '70
Boston and Providence. .... 100	4,000,000	M. & N.	May '76 4	..... pref. .... 100	12,274,483	— & —	Apr. '76 14b	Brooklyn and Jamaica .... 100	488,100	— & —	Jan. '76 4
Bost., Revere B. & Lynn. .... 100	3,000,000	F. & A.	Aug. '74 54	M. Hill & Schuyl. Hav. .... 50	3,856,450	J. & J.	Jan. '76 34	Bushwick (Brooklyn) .... 100	302,000	J. & J.	July '71 34
Buffalo, N. Y. and Erie* .... 100	980,000	F. & A.	Sept. '75 5	Morris and Essex .... 100	14,008,100	J. & J.	Jan. '76 34	Cambridge .... 100	800,500	A. & O.	Apr. '76 44
Burlington and Mo. Riv. .... 100	5,254,203	M. & S.	Sept. '75 5	Nashua and Lowell .... 100	800,000	M. & N.	Nov. '74 4	Can. Park N. & E. Riv. .... 100	1,068,400	A. & O.	Oct. '67 24
..... pref. .... 100	1,485,900	M. & B.	Sept. '75 5	Naugatuck .... 100	1,832,900	F. & A.	Feb. '76 5	Citizens' (Phil.) .... 50	500,000	J. & J.	Jan. '76 9
Camden and Amboy* .... 100	6,847,800	quarterly	Apr. '76 2	Nequehoning Valley* .... 100	1,000,000	M. & S.	Mar. '76 5	Citizens' (Pbg.) .... 50	290,000	M. & N.	Nov. '71 7
Camden and Atlantic .... 50	374,400	quarterly	Apr. '76 2	Newark and N. York* .... 100	977,400	J. & J.	Jan. '75 34	Coney Island & Brookl. .... 100	500,000	— & —	Jan. '76 2
..... pref. .... 50	838,489	quarterly	Apr. '76 2	N. Bedford .... 100	1,678,500	M. & N.	May '76 4	D. Dock E. B'dw. & Bat. .... 100	1,200,000	F.M.A.N.	Aug. '75 2
Cape Cod .... 40	1,020,330	J. & J.	Jan. '72 24	N. Castle & Beaver Val. .... 50	1,800,000	quarterly	Apr. '76 24	Eighth Avenue (N.Y.) .... 100	1,000,000	J. & J.	Jan. '76 2
Cape May and Millville* .... 40	447,000	J. & D.	June '75 8	N. Haven & Northamp. .... 100	605,000	quarterly	Oct. '74 3	Elizabeth and Newark .... 100	200,000	— & —	Jan. '76 2
Catawba and Fogelsv. .... 50	425,900	Novemb.	Nov. '71 6	New Jersey* .... 100	7,295,200	quarterly	Apr. '76 24	42nd St. & G. St. Ferry .... 100	748,000	M. & N.	May '75 5
Catawbas* .... 50	1,159,500	— & —	May '76 3	New London Northern .... 100	1,418,800	quarterly	Apr. '76 2	Frankl. & Southw. (Ph.) .... 50	491,750	J. & J.	Jan. '75 5
..... 2d pref. .... 50	2,200,000	M. & N.	May '76 3	N. Y. Cen. & Hudson R. .... 100	80,428,380	quarterly	Apr. '76 2	Germantown (Ph.) .... 50	1,000,000	J. & J.	Jan. '76 4
Cayuga and Susq. .... 100	689,110	F. & A.	July '75 44	New York and Harlem .... 100	8,500,000	J. & J.	Jan. '76 4	Girard College (Ph.) .... 50	500,000	J. & J.	July '71 3
Cedar Rapids & Mo. R. .... 100	6,850,400	F.M.A.N.	May '76 1	..... pref. .... 100	1,500,000	J. & J.	Jan. '76 4	Grand St. and Newton .... 100	170,000	J. & J.	July '71 2
..... pref. .... 100	709,600	F. & A.	Feb. '75 34	N. Y., N. H. & Haris. .... 100	15,500,000	J. & J.	Jan. '76 5	Green & Coates St. (Ph.) .... 50	500,000	J. & J.	Jan. '76 4
Central of Georgia .... 100	4,686,800	J. & J.	July '73 5	N. Y. Provid. & Boston. .... 100	2,500,000	quarterly	Apr. '76 24	Heston, Mantau & Fairm. .... 50	2,050,000	J. & J.	Jan. '75 14
Central of New Jersey. .... 100	20,525,000	quarterly	Apr. '76 24	Nig. Bridge & Canand* .... 100	1,000,000	J. & J.	Jan. '76 3	Highland .... 100	200,000	M. & N.	May '76 4
Central Ohio* .... 50	2,425,000	J. & D.	Dec. '75 3	North Carolina* .... 100	4,000,000	Irregular.	Jan. '75 5	Lomb. & South Sta. (Ph.) .... 25	105,000	A. & O.	Oct. '71 6
..... pref. .... 50	400,000	J. & D.	Dec. '75 3	N. Eastern (S. C.) pref. .... 100	96,000	M. & N.	May '67 4	Lynn and Boston .... 100	200,000	— & —	Jan. '76 4
Central Pacific .... 100	54,275,500	A. & O.	Oct. '75 4g	North Pennsylvania .... 50	3,808,500	F. & A.	Feb. '76 3	Malden and Melrose .... 100	200,000	— & —	Jan. '76 4
Chemung* .... 100	380,000	quarterly	July '75 14	Northern Central .... 50	6,842,000	— & —	Apr. '76 3	Metropolitan (Boston) .... 50	1,500,000	J. & J.	Jan. '76 4
Cheshire, preferred .... 100	2,155,300	J. & J.	July '75 3	Northern N. Hampsh. .... 100	3,068,400	J. & D.	Dec. '75 24	Middlesex (Boston) .... 100	400,000	M. & N.	May '76 3
Chicago and Alton .... 100	9,649,100	M. & S.	Mar. '76 4	Northern New Jersey* .... 100	1,000,000	J. & J.	July '74 4	Ninth Avenue (N. Y.) .... 100	797,320	— & —	Jan. '76 4
..... pref. .... 100	2,425,400	M. & S.	Mar. '76 4	Norwich and Worcester* .... 100	2,004,400	J. & J.	Jan. '76 5	Orange and Newark .... 100	282,555	— & —	Jan. '76 4
Chicago, Burl. & Quincy. .... 100	27,512,842	M. & S.	Mar. '76 5	Ogden & L. Champ. .... 100	3,077,000	J. & J.	Jan. '76 2	Philadelphia City .... 50	750,000	J. & J.	Jan. '76 5
Chicago, Iowa & Nebras. .... 100	9,916,200	J. & J.	Jan. '76 5	..... pref. .... 100	2,000,000	A. & O.	Apr. '76 4	Philadelphia and Darby .... 200	200,000	J. & J.	July '71 2
Chicago & N. Western. .... 100	14,994,400	J. & D.	Dec. '72 3	Ohio and Mississippi .... 100	20,000,000	quarterly	Mar. '75 34	Phila. and Grey's Ferry .... 50	284,775	J. & J.	Jan. '76 24
..... pref. .... 100	21,485,653	J. & J.	July '73 34	Oil Cr. & Allegheny R. .... 50	4,259,450	quarterly	Jan. '74 3	Pbg. Alleg. & Manchester .... 200	200,000	M. & N.	Nov. '69 8
Chicago, R. I. & Pacific .... 100	26,000,000	A. & O.	Apr. '76 4	Old Colony .... 50	673,800	J. & J.	Jan. '76 34	Second Avenue (N.Y.) .... 100	888,100	J. & J.	July '75 2
Cin., Ham. & Dayton .... 100	8,500,000	A. & O.	Apr. '73 4	Old Colony .... 50	673,800	J. & J.	Jan. '76 34	Second & Third St. (Ph.) .... 10	962,100	J. & J.	July '75 5
Cin., Sand. and Cleve. .... 50	2,980,550	— & —	Apr. '72 10a	Oswego and Syracuse* .... 100	482,400	F. & A.	Feb. '76 4	17th & 19th streets (Ph.) .... 50	500,000	J. & J.	July '74 2
..... pref. .... 50	413,150	M. & N.	May '76 3	Pacific of Missouri .... 100	8,635,750	quarterly	July '75 14	Sixth Avenue (N. Y.) .... 100	750,000	M. & N.	Nov. '74 5
Clev. Col. Cin. & Ind. .... 100	14,991,275	F. & A.	Feb. '76 3	Panama .... 100	7,000,000	quarterly	Jan. '76 3	Third Avenue (N. Y.) .... 100	1,170,000	F.M.A.N.	Feb. '76 24
Cleveland & Mahoning* .... 100	2,067,549	M. & N.	May '74 34	Patterson and Hudson* .... 100	632,000	J. & J.	Jan. '76 44	13th & 15th street (Ph.) .... 50	1,000,000	J. & J.	Jan. '76 2
Cleveland & Pittsburg* .... 100	11,238,150	quarterly	June '76 1	Patterson and Newark* .... 100	250,000	J. & J.	Jan. '76 4	23d street (N. Y.) .... 100	600,000	J. & J.	Jan. '75 4
Columbus and Xenia .... 50	1,786,800	M. J. S.D.	Mar. '76 2	Patterson and Ramapo* .... 100	248,000	J. & J.	Jan. '76 4	Somerville (Boston) .... 100	98,000	M. & N.	May '76 3
Colum. & Hocking Val. .... 100	2,500,000	F. & A.	Feb. '76 4	Pember & Hightstown* .... 50	342,150	J. & J.	May '75 3	South Boston .... 100	450,000	quarterly	Apr. '76 2
Concord .... 100	1,500,000	M. & N.	May '76 5	Pennsylvania .... 50	63,144,475	quarterly	May '76 2	Union (Boston) .... 100	374,800	J. & J.	Jan. '76 5
Concord and Ports. .... 100	350,000	J. & J.	Jan. '76 24	Peoria & Bureau Val. .... 100	1,200,000	F. & A.	Feb. '76 4	Union (Phila.) .... 50	400,000	J. & J.	Jan. '76 8
Conn. & Passump. Riv. .... 100	2,100,000	F. & A.	Feb. '75 3	Philadelphia and Erie* .... 50	6,004,300	J. & J.	July '74 4	West Philadelphia .... 50	400,000	J. & J.	Jan. '76 10
Connecticut River .... 20	2,100,000	J. & J.	Jan. '76 4	..... pref. .... 50	2,400,000	J. & J.	July '74 4	CANALS.			
Cumberland Valley .... 40	1,292,950	A. & O.	Apr. '76 5	Phil. Ger. & Norristown* .... 50	1,626,250	M. J. S.D.	Mar. '76 3	Chesapeake & Delaware .... 50	1,983,503	J. & D.	June '75 2
..... 1st pref. .... 50	241,900	A. & O.	Apr. '76 4	Philadelphia & Reading .... 50	32,725,775	quarterly	Jan. '76 24	Chesapeake and Ohio .... 25	8,229,594	— & —	Feb. '76 4
..... 2d pref. .... 50	343,000	A. & O.	Apr. '76 4	Phil. and Trenton* .... 100	1,551,800	quarterly	Jan. '76 24	Delaware Division .... 100	1,633,350	F. & A.	Feb. '76 4
Danbury and Newwala .... 50	600,000	J. & J.	Jan. '76 3	Phila. and Trenton* .... 100	1,259,100	quarterly	Jan. '76 24	Delaware and Hudson .... 100	20,000,000	F. & A.	Feb. '76 5
Delaware .... 50	1,230,950	J. & J.	Jan. '76 3	Phila., Wil. & Balt. .... 100	11,536,250	J. & J.	Jan. '76 4	Delaware and Raritan* .... 100	6,847,400	quarterly	Apr. '76 24
Del., Lackaw. & Westn. .... 50	25,000,000	quarterly	Apr. '76 24	Pittsb., Ft. W. & Chi. .... 100	19,714,235	quarterly	Apr. '76 14	Erie of Pennsylvania .... 50	64,000	— & —	Mar. '76 2
Detroit & Milwaukee* .... 50	822,140	— & —	Dec. '69 7	..... Special Imp. .... 100	2,000,000	quarterly	Apr. '76 14	Lehigh Coal & Navigat. .... 100	10,848,550	J.S.D.M.	Mar. '76 2
..... pref. .... 50	2,095,000	A. & D.	Dec. '69 7	Pittsfield & N. Adams. .... 100	450,000	J. & J.	Jan. '76 3	Monongahela Navigat. .... 100	1,008,500	J. & J.	July '75 4
Dubuque & Sioux City .... 100	6,000,000	A. & O.	Apr. '76 3	Portland and Keunebec .... 100	616,700	J. & J.	Jan. '76 3	Morris (consolidated) .... 100	1,025,000	F. & A.	Feb. '76 2
East Pennsylvania* .... 50	1,309,200	J. & J.	Jan. '76 3	Yarmouth certificates .... 100	202,400	A. & O.	Apr. '72 3	..... (preferred) .... 100	1,175,000	F. & A.	Feb. '76 5
East Mahanov* .... 50	382,950	J. & J.	Jan. '76 24	Portl., Saco & Portam. .... 100	1,500,000	J. & J.	July '75 5	Pennsylvania .... 50	4,337,950	— & —	Feb. '76 30c
East Tenn. Va. & Ga. .... 100	1,968,274	A. & O.	Apr. '76 3	Providence and Worcester. .... 100	2,000,000	J. & J.	Jan. '76 4	Schuyl. Nav. (common)* .... 50	1,908,207	F. & A.	Feb. '76 60c
Eastern (Mass.) .... 100	4,997,000	J. & J.	July '73 8	Raleigh and Gaston .... 100	1,500,000	J. & J.	July '71 6	..... (pref.) .... 50	2,888,977	F. & A.	Feb. '76 60c
Eastern (N. H.) .... 100	492,500	J. & J.	July '73 3	Rensselaer & Saratoga* .... 100	6,000,000	J. & J.	Jan. '76 4	Susq. and Tide Water .... 50	2,002,746	— & —	Jan. '76 5
Kimira, Jof. & Canand* .... 100	500,000	F. & A.	Aug. '74 24	Roch. & Genesee Val.* .... 110	555,200	— & —	July '75 5	Union .... 50	2,907,850	— & —	Jan. '76 5
Kimira & Williamsport* .... 50	500,000	M. & N.	Nov. '75 24	Rome, Watert. and Ogd. .... 100	2,998,900	J. & J.	July '75 3	..... pref. .... 50	1,100,000	J. & J.	Jan. '76 5
..... pref. .... 50	500,000	J. & J.	Jan. '76 34	Rutland* .... 100	2,479,700	— & —	Feb. '75 34	MISCELLANEOUS.			
Erie Railway .... 100	78,000,000	.....	Oct. '73 1	..... pref. .... 100	4,168,700	F. & A.	Feb. '75 34	Adams Express .... 100	1		



Atchison, Top. & San. Fe: January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1875.....	68,659	78,410	104,000	112,474	.....	.....	.....	.....	.....	.....	.....	.....
1876.....	117,417	144,132	176,000	197,000	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:												
1873.....	852,860	694,015	939,778	1,199,469	1,373,675	1,301,202	1,214,551	1,351,622	1,392,125	1,375,470	1,328,751	1,116,366 13,919,394
1874.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	1,370,334 14,528,814
1875.....	963,933	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,536,225	1,553,014	1,567,622	1,615,974	1,513,836	1,338,209 17,035,063
1876.....	961,000	1,000,000	1,133,000	1,468,000	.....	.....	.....	.....	.....	.....	.....	.....
Canada Southern:												
1875.....	67,487	41,501	82,255	106,755	.....	.....	.....	.....	.....	.....	.....	.....
1876.....	123,742	141,161	165,431	168,452	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:												
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	554,633	410,907	344,046 5,497,541
1874.....	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,043	550,950	416,544	364,725 5,126,228
1875.....	319,928	323,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311 4,656,764
1876.....	320,392	332,055	353,719	353,530	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:												
1872.....	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780 12,272,645
1873.....	752,468	765,449	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915 13,816,465
1874.....	1,014,514	900,745	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,065,726	1,030,027 13,361,689
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:												
1873.....	334,715	423,716	555,287	574,258	805,802	929,311	834,341	767,871	1,193,210	1,012,741	771,780	843,192 9,046,124
1874.....	654,426	657,497	576,371	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	662,233 8,953,017
1875.....	466,101	323,273	502,765	639,669	718,465	742,169	842,395	630,516	741,206	974,262	927,030	747,893 8,255,744
1876.....	527,000	518,000	567,388	650,994	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:												
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596 4,887,448
1874.....	378,408	292,730	328,537	352,993	317,881	345,188	338,572	418,721	387,376	409,237	353,564	325,399 4,248,606
1875.....	277,140	255,239	301,666	304,424	303,689	285,947	291,386	306,105	383,550	364,738	367,295	333,038 3,774,217
Erie:												
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615 18,694,096
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,830,756	1,879,764	1,825,630	1,529,307	1,522,585 19,548,617
1874.....	1,455,210	1,286,511	1,430,911	1,556,922	1,646,139	1,648,988	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,551 18,136,787
1875.....	1,164,975	1,101,631	1,074,743	1,423,386	1,556,521	1,570,470	1,534,098	1,497,529	1,538,089	.....	.....	.....
Hannibal & St. Joseph:												
1875.....	94,532	116,286	138,779	.....	.....	.....	.....	.....	.....	.....	.....	.....
1876.....	142,969	156,111	174,335	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:												
1872.....	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063 8,026,754
1873.....	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692 8,268,325
1874.....	583,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	768,536	838,307	668,943	680,435 7,900,721
1875.....	591,031	481,681	595,519	610,459	604,881	602,505	715,899	613,446	718,101	816,508	773,092	679,434 7,802,556
1876.....	588,446	608,126	605,494	546,082	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:												
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240 3,693,183
1873.....	150,567	194,766	300,719	352,300	332,764	312,614	323,231	325,189	333,785	392,510	265,217	201,493 3,498,160
1874.....	170,349	178,429	245,774	292,143	316,647	316,379	293,247	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:												
1871.....	1,090,039	1,082,656	1,320,092	1,225,281	1,201,783	1,148,481	1,140,388	1,304,253	1,377,653	1,410,867	1,353,362	1,243,594 14,898,449
1872.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,335,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235 17,699,935
1873.....	1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693 19,414,509
1874.....	1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986 17,146,131
1875.....	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371 14,434,199
Michigan Central:												
1872.....	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163 5,608,117
1873.....	379,836	404,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548 6,089,534
1874.....	555,709	438,037	487,871	551,932	559,284	468,908	413,302	484,792	552,484	609,888	525,480	481,568 6,129,555
1875.....	500,902	441,623	611,211	600,066	556,789	.....	.....	.....	.....	.....	.....	.....
1876.....	518,567	548,669	583,981	610,543	.....	.....	.....	.....	.....	.....	.....	.....
Mo., Kan. & Texas:												
1873.....	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603 3,444,321
1874.....	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500	.....	.....	.....
1875.....	198,099	204,539	233,095	192,471	.....	.....	.....	.....	.....	.....	.....	.....
1876.....	256,459	254,722	245,814	214,788	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:												
1873.....	283,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920 3,654,667
1874.....	266,039	243,167	304,842	298,665	268,807	292,546	282,642	311,140	366,131	382,544	398,575	297,678 3,612,776
1875.....	245,989	244,983	309,908	273,441	257,971	256,772	.....	.....	.....	.....	.....	.....
1876.....	315,795	293,039	314,382	306,637	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:												
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080 12,500,664
1872.....	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791 12,199,748
1873.....	742,041	745,100	1,288,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	1,049,136 14,990,006
1874.....	683,128	737,381	1,190,328	1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,857,429	1,375,639	958,136 14,362,121
1875.....	447,172	417,644	575,740	650,270	689,193	917,514	1,555,974	1,631,339	1,656,268	1,722,954	1,438,733	.....
St. Louis, I. Mt. & South'n:												
1873.....	145,834	152,054	224,449	207,627	254,927	216,223	200,575	223,714	244,967	238,198	209,622	221,348 2,539,538
1874.....	243,915	211,409	226,288	214,620	251,509	238,608	235,350	254,230	292,216	358,776	250,860	385,000
1875.....	250,790	281,911	275,910	264,560	.....	.....	.....	.....	.....	.....	.....	.....
1876.....	352,200	312,500	295,000	275,400	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Kans. O. & North'n:												
1875.....	208,088	196,155	243,991	220,692	.....	.....	.....	.....	.....	.....	.....	.....
1876.....	246,098	282,879	271,230	234,002	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:												
1875.....	71,438	61,809	72,805	74,809	.....	.....	.....	.....	.....	.....	.....	.....
1876.....	99,208	112,240	102,737	118,043	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:												
1869.....	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829 5,709,183
1870.....	528,529	500,139	539,238	706,603	802,586	746,450	643,058	664,051	728,521	719,693	570,168	505,053 7,654,094
1871.....	479,573	373,925	499,899	584,540	724,466	728,174	673,693	681,865	800,402	777,362	708,142	1,449,932 7,521,689
1872.....	273,936	534,115	565,861	741,802	890,442	835,459	743,382	789,567	863,754	980,706	915,727	767,851 8,892,606
1873.....	523,975	491,784	708,256	881,266	1,007,831	969,863	876,833	857,277	1,068,937	1,170,586	970,660	758,822 10,266,104
1874.....	620,715	607,990	687,026	834,954	910,065	902,881	860,142	1,042,516	1,063,993	1,141,938	1,000,698	897,159 10,552,830
1875.....	574,930	620,307	618,963	1,095,814	1,273,225	1,042,534	1,088,922	1,015,459	1,155,944	1,266,929	1,307,593	903,152 11,993,333



## NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		Amounts outstanding.	Rate.	Payable.	PAY- ABLE.	Market Price.
National Securities, May 1, 1876.											
Loan of June 14, 1868.....registered	\$200,000	5	Jan. & July.	1874	121	Massachusetts—(\$29,465,204):	650,000	5	Jan. & July.	1884	111
Loan of February 3, 1901.....registered	13,794,000	6	Jan. & July.	1880	121	.. Lunatic Hospital Loan, 1874.....	400,000	5	Jan. & July.	1894	111
.. coupon	4,621,000	6	Jan. & July.	1880	122	.. Harbor Land Improvement bonds, 1874	230,000	5	May & Nov.	1880	111
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	121	.. Back Bay Land bonds, 1861 and 1862..	1,850,000	6	Jan. & July.	1877-78	115
Loan of July 17, and Aug. 5, 1861.....registered	126,046,800	6	Jan. & July.	1881	121	.. Union Defense Loan, 1861.....	50,000	5	June and Dec.	1877-78	111
.. coupon	63,275,550	6	Jan. & July.	1881	122	.. Union Defense Loan, 1862.....	888,000	5	Jan. and July.	1883	111
Loan of Feb. 25, 1862 (6-20s).....registered	53,708,550	6	May & Nov.	1882	122	.. Coast Defense Loan, 1863.....	8,380,244	5	"	1883	111
.. coupon	53,708,550	6	Jan. & July.	1882	121	.. Bounty Fund Loan, 1863 and 1864.....	999,944	5	"	1889	109
Loan of March 3, 1863.....registered	21,293,450	6	Jan. & July.	1881	121	.. War Fund Loan, 1869.....	10,971,992	5	Various.	'88-'94	109
.. coupon	21,293,450	6	Jan. & July.	1881	122	.. B. H. & Erie R. R. Loan	8,599,020	5	Jan. & July.	1900	109
Loan of March 3, 1864 (6-20s).....registered	33,950,650	6	May & Nov.	1884	144	Michigan—(\$1,064,000):	105,000	6	"	1878	103
.. coupon	33,950,650	6	"	1884	144	.. Renewal Loan bonds, 1858.....	1,032,000	6	"	'78-'83	105
Loan of March 3, 1865 (6-20s).....registered	116,608,000	6	May & Nov.	1885	144	.. Two Million Loan bonds, 1863.....	366,000	7	May & Nov.	1890	108
.. coupon	116,608,000	6	"	1885	144	.. Was. Bounty Loan bonds, 1865.....	250,000	7	Jan. & July.	1877-79	109
.. 2d series (6-20s).....registered	60,197,450	6	Jan. & July.	1885	118	.. State Buildings Loan, 1873, coupon	230,000	7	"	'83-'03	109
.. coupon	142,465,650	6	Jan. & July.	1887	120	.. Railroad Aid bonds, 1873, repudiated.	2,275,000	7	"	1887	109
.. 3d series (6-20s).....registered	92,001,600	6	Jan. & July.	1887	120	Missouri—(\$1,839,000):	439,000	6	"	'81-'91	105
.. coupon	218,821,150	6	Jan. & July.	1888	122	.. State Debt Proper, 1865 and 1868.....	2,727,000	6	"	1888	105
.. 4th series (6-20s).....registered	14,784,000	6	Jan. & July.	1888	122	.. Consolidation bonds, 1868.....	1,100,000	6	"	'94-'95	105
.. coupon	22,686,800	6	Mar. & Sept.	1904	117	.. Funding Bonds, 1874.....	15,838,000	6	"	'70-'87	100
Loan of March 3, 1864, (10-40s).....registered	141,763,900	5	"	1904	118	.. Railroad Aid bonds, 1863-'66.....	605,000	6	"	'92-'94	104
.. coupon	52,802,400	5	F. M. A. & N.	1881	117	.. State Institution bonds, 1872 to 1874.....	160,000	10	Mar. & Sept.	1881	104
Consols of July 14, '70 & Jan. 20, '71.....registered	216,205,450	5	"	1881	117	Nevada—(\$160,000):	418,000	6	Jan. & July.	'75-'78	102
.. coupon	299,010,060	5	"	Due.	117	.. Bonds funding floating debt, 1871.....	600,000	6	Mar. & Sept.	'84-'89	102
Debt matured and without interest.....(var.)	8,414,270	3	"	Irred.	175	New Hampshire—(\$3,724,100):	500,000	6	Jan. & July.	'75-'78	102
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	"	1875	127	.. War Loan Bonds, of 1861.....	2,206,100	6	Jan. & July.	'70-'80	105
Certificates of Indebtedness 1870.....(cur.)	64,623,612	6	Jan. & July.	'96-'99	127	.. War Loan Bonds, of 1864.....	1,000,900	6	"	'78-'84	108
Pacific R. R. Bonds (registered).....(currency)	370,690,038	nd.	"	"	"	.. State bonds, 1873.....	900,900	6	"	'86-'96	108
United States Notes	40,860,089	nd.	"	"	"	.. Equalization (Municipal) bonds, 1872..	593,400	6	"	'97-'02	108
Fractional Currency.....	40,860,					New Jersey—(\$2,496,300):	1,000,900	6	"	'78-'84	108
State Securities, latest dates.											
Alabama—(\$21,670,810):						.. War Loan (tax free) bonds, 1861.....	900,900	6	"	'86-'96	108
.. Bonds (old), extended.....	2,582,800	5	May & Nov.	'88-'92	33	.. War Loan bonds, 1864.....	593,400	6	"	'97-'02	108
.. Bonds (new), 1866, '68, '72 and '73.....	2,512,700	5	Jan. & July.	'86-'93	33	New York—(\$29,776,737):	1,057,000	7	"	1877	104
.. Bonds (new), 1874.....	341,000	7	"	1894	104	.. Bounty Loan bonds, coupon.....	14,855,000	7	"	1877	104
.. R. R. Loans (\$2,300,000) & endorsements.	15,051,000	8	"	'90-'91	104	.. State (Deficiency) Stock, '38, part at wif:	889,781	6	J. A. J. & O.	1878	114
Arkansas—(\$12,738,086):						.. Canal Stock (old).....	880,000	6	June & Dec.	1877	116
.. Bonds (Funding), 1869 and 1870.....	3,050,000	6	Jan. & July.	1899	33	.. Canal Stock, 1872.....	1,562,900	6	Jan. & July.	1887	115
.. Leave bonds (warrants), 1871.....	1,460,000	7	"	1900	104	.. Canal Stock, 1873.....	847,500	6	"	1883	120
.. Deficiency Bonds, 1872.....	300,000	7	"	1882	104	.. Canal Stock, 1873.....	4,302,600	6	"	1891	119
.. Bonds (for \$2,500,000), 1875.....	5,900,000	7	"	1895	104	.. Canal Stock, 1874.....	2,000,000	6	April & Oct.	1892	104
.. Railroad Aid bonds, 1869 and 1870.....	5,900,000	7	April & Oct.	1900	15	North Carolina—(\$25,419,045):	4,738,800	6	Jan. & July.	'75-'98	15
California—(\$3,396,500):						.. Railroad and Improvement (old) bonds.	3,639,400	6	April & Oct.	'75-'98	15
.. Civil (S. F.) bonds, 1857 and 1860.....	75,500	7	Jan. & July.	'77-'80	115	.. Railroad and Improvement (old) bonds.	2,385,000	6	Jan. & July.	'75-'98	15
.. Relief Fund bonds, 1863.....	95,500	7	"	1883	104	.. Railroad and Improvement (new) bonds	1,995,000	6	April & Oct.	'75-'8	7
.. State Capital bonds, 1870 to 1872.....	500,000	7	"	1885	104	.. Funding (new) bonds, 1866.....	2,417,400	6	Jan. & July.	1900	11
.. Funding bonds, 1873.....	2,801,000	6	"	1893	104	.. Funding (new) bonds, 1868.....	1,711,400	6	April & Oct.	1898	8
Connecticut—(\$5,014,000):						.. Special Tax bonds.....	11,407,000	6	"	'98-'99	2
.. War Loan bonds (10-20 yrs), 1861.....	508,900	6	Jan. & July.	1881	107	Ohio—(\$7,988,205):	1,478,115	6	Jan. & July.	1875	104
.. War Loan bonds (20 yrs), 1863 and '64.....	2,195,600	6	"	'83-'84	104	.. Loan (sinking fund), 1850.....	4,072,640	6	"	1881	107
.. War Loan bonds (10-30 yrs), 1864.....	568,500	6	April & Oct.	1894	104	.. Loan (sinking fund), 1860.....	2,400,000	6	"	1886	112
.. War Loan bonds (20 yrs), tax free, 1865.	1,741,100	6	"	1885	104	Oregon—(\$240,027):	46,027	7	"	'75-'84	104
Delaware—(\$1,231,000):						.. Willamette Canal and Lock bonds, 1870	200,000	7	"	1890	104
.. State bonds to railroads, etc.....	1,231,000	6	Jan. & July.	1886	104	Pennsylvania—(\$24,568,635):	400,000	6	April & Oct.	1879	104
District of Columbia—(\$12,790,000):						.. Inland Plane Loan, of 1849.....	453,000	5	Jan. & July.	1882	104
.. Improvement (gold) bonds, 1872.....	4,000,000	6	Jan. & July.	1892	104	.. Loan of April 1862, reg. and coup.....	3,640,500	5	Feb. & Aug.	'77-'78	103
.. Improvement (cur.) bonds, 1873.....	790,000	6	"	1893	104	.. Loans, May '62 & Apr. '62, reg. & coup.	7,890,550	6	"	1877	103
.. Funding bonds, 1874, (guar. by U. S.).....	10,594,560	3.5	Feb. & Aug.	1924	71	.. Stock Loan of Feb. 2, 1867, 2d series.	9,271,850	6	"	1882	113
Florida—(\$6,431,767):						.. Stock Loan of Feb. 2, 1867, 3d series.	454,850	6	"	'72-'82	104
.. State bonds, 1871.....	350,000	7	Jan. & July.	1891	104	.. Stock Loan of Feb. 2, '67, 1st, 2d & 3d ser.	500,000	6	April & Oct.	1876	104
.. Consolidated (gold) bonds of 1873.....	609,200	8	"	1903	104	Rhode Island—(\$2,638,000):	1,019,000	6	Mar. & Sept.	1882	108
.. Loan (J. F. & M. B. R. R.) gold bonds, 1870	4,000,000	8	"	1890	104	.. War Loan bonds of 1863 and 1864.....	1,019,000	6	Various.	'93-'94	108
Georgia—(\$19,822,900):						South Carolina—(\$14,587,295):	944,918	6	Jan. & July.	'77-'89	34
.. Bonds to Atlantic and Gulf R. R.....	1,000,000	6	Feb. & Aug.	'78-'86	95	.. State House Bonds, 1856 to 1861.....	287,000	6	"	'71-'80	104
.. Bonds, act March 12, 1864.....	3,600,000	7	Jan. & July.	1886	104	.. Blue Ridge R. R. bonds, 1864.....cur.	867,000	6	"	'75-'79	104
.. Bonds (gold), act Sept. 1870.....	2,098,000	7	J. A. J. & O.	1890	104	.. Funding Stock and bonds, 1864.....	884,113	6	"	'87-'97	34
.. Bonds (gold), act Oct. 1870.....	1,890,000	7	April & Oct.	1890	104	.. Funding and Conversion bonds, 1868-'69	3,764,850	6	J. A. J. & O.	'82-'89	34
.. Bonds to Brunswick & Albany R.R., '70	1,200,000	8	"	'75-'88	104	.. Land Commission bonds, 1869 and 1870.	281,000	6	Jan. & July.	1889	35
.. Bonds to Brunswick & Albany R.R., '70	1,500,000	7	June & Dec.	1890	104	.. Fire Loan Stock of 1838.....	292,641	6	J. A. J. & O.	1868	25
.. Railroad aid bonds (endorsed), 1870 & '71	7,545,900	var	Various.	'90-'91	102	.. Relief (Treasury) bonds, 1860.....	616,000	7	Jan. & July.	1888	25
Illinois—(\$1,689,045):						.. Consolidated bonds, 1873, reg. and comp.	1,391,084	6	"	1893	var.
.. Interest bonds, 1847.....	940,445	6	Jan. & July.	1878	104	.. Railroad bond endorsements.....	4,707,608	var	Various.	var.	var.
.. Refunded Stock bonds, 1859.....	320,000	6	"	var.	103	Tennessee—(\$47,185,617):	2,641,000	6	April & Oct.	30 yrs	43
.. Chicago Relief bonds, 1871.....	250,000	6	May & Nov.	1881	104	.. State Bonds (direct).....	25,580,000	6	Jan. & July.	30 yrs	43
Indiana—(\$910,000):						.. Railroad, &c. Loan bonds.....	7,141,000	6	"	'97-'99	41
.. Temporary Loan bonds, 1873.....	910,000	7	April & Oct.	1876	104	.. Funding bonds, 1866 and 1868.....	6,222,000	6	"	1914	41
Iowa—(\$543,000):						.. Funding bonds, 1873, coupon and reg..	125,000	7	Jan. & July.	1877	93
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	104	.. State Bonds.....	75,000	7	"	1892	83
Kansas—(\$1,330,175):						.. Frontier Defense (gold) bonds.....	697,000	7	"	1910	105
.. Funding &c. bonds 1863 to 1864.....	101,175	7	Jan. & July.	'83-'84	104	.. Revenue Deficiency (gold) bonds.....	500,000	7	"	1892	101
.. Bonds (various) 1866 to 1869.....	889,000	7	"	'76-'99	104	.. Funding (gold) Bonds.....	1,000,000	7	"	1904	101
.. Military loan bonds, 1864 to 1869.....	346,000	7	"	'84-'99	104	.. Funding (currency) Bonds.....	279,000	10	Mar. & Sept.	1876	100
Louisiana—(\$21,099,100):						.. Funding (currency) Bonds.....	400,000	10	Jan. & July.	1884	107
.. Treasury Relief bonds, 1863.....	735,000	6	Jan. & July.	1893	45	.. Pension (currency) Bonds.....	1,100,000	10	"	1894	104
.. Leave bonds, 1866.....	1,000,000	6	Various.	1893	45	Vermont—(\$312,500):	312,000	6	June & Dec.	'75-'90	104
.. Leave bonds, 1867.....	3,992,000	6	May & Nov.	1907	45	Virginia—(\$50,566,403):	7,662,662	6	Jan. & July.	'86-'95	31
.. Leave bonds, 1870.....	2,966,000	6	Mar. & Sept.	1875	45	.. Coupon (old) bonds, 1861 to 1861.....	700,000	6	"	10 to 34 yrs	81
.. Funding (coupon) bonds, 1866.....	722,100	6	Jan. & July.	'88-'88	104	.. Registered (old) bonds, 1861 to 1861.....	26,289,005	6	"	1905	73
.. Funded (floating debt) bonds, 1870.....	2,821,000	6	May & Nov.	1910	45	.. Coupon (new) bonds, 1866 and 1867.....	2,442,734	6	"	1906	40
.. Penitentiary bonds, 1869.....	497,000	7	Mar. & Sept.	1909	45	.. Registered (new) bonds, 1866 and 1867.....	15,289,780	6	"	congt	104
.. Mex. & Mex. Gulf Ship Canal bonds, '69	389,000	7.5	Various.	1899	104	.. Consol. (coup. not receivable for taxes) 1871.	2,442,734	6	"	congt	104
.. Railroad Aid (various) bonds.....	2,335,000	6	Various.	'72-'00	104	.. Consol. (coup. not receivable) 1872.....	15,289,780	6	"	congt	104
.. Railroad Loan (var.) bonds, 1869 to 1871.	4,750,000	8	Various.	'90-'11	104	.. Deferred (W. Va.) certificates, 1871.....	15,289,780	6	"	congt	104
.. Consolidated Funding bonds, 1874.....	951,854	7	Jan. & July.	1914	45						
Maryland—(\$11,096,019):											
.. Bonds to R. R. and Canals.....	5,004,129	5	J. A. J. & O.	1890	87						
.. Bonds to R. R. and Canals.....	889,836	6	"	1890	103						
.. Defense and Bounty bonds 1864 to 1868.	8,333,638	6	Jan. & July.	1883	114						
.. State Loan bonds, 1870 and 1874.....	998,471	6	"	'85-'89	104						
Michigan—(\$7,088,400):											
.. Civil (var.) bonds, 1857 to 1861.....	171,000	6	Various.	'75-'78	104						
.. War and Bounty bonds, 1863 and 1864.....	3,										



## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	\$40,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) ..	4,000,000	7*	Jan. & July.	Charleston.	1896	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1880	....	Current bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'9	114
2d Mortgage.....	2,673,000	8	"	"	1880	....	Boston, Clinton and Fitchburg:						
Receiver's Bonds.....	1,200,000	7	"	"	....	....	1st Mortgage (Agricultural Br.)..	400,000	6	Jan. & July.	Boston.	1884	85
Alabama and Georgia:							1st Mortgage (Equalization)....	248,000	7	"	"	1889	92
1st Mortgage, guar. by Ala. & Ga.	10,000,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Consolidation)....	252,000	7	"	"	1890	92
Alabama Central:							Equipment Mortgage.....	350,000	6	Apr. and Oct.	"	1881	90
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Boston, Concord and Montreal:						
Albany and Susquehanna:							Sinking Fund Mortgage.....	543,000	6	Jan. and July.	Boston.	1889	92
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	116	Consol. Mortgage for \$2,000,000.	244,500	6	Apr. and Oct.	Boston.	1893	103
2d Mortgage.....	2,000,000	7	Apr. & Oct.	"	1885	108	Boston, Hartford and Erie:						
3d Mortgage.....	434,000	7	May & Nov.	"	1881	100	1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
Albany Loan.....	933,000	6	"	"	1895	....	1st Mortgage (Berdell).....	15,000,000	7	Jan. and July.	New York.	1900	21
Alexandria and Fredericksburg:							1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	26
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	Mass. L. (sec'd by \$4,000,000 Ber.)	8,600,000	7*	"	Boston.	1899	....
Allegheny Valley:							Boston and Lowell:						
General Mortgage.....	3,967,000	7.3	Jan. & July.	New York.	1896	101	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	....
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	....	....	Bonds of 1872 for \$1,000,000....	999,200	7	"	"	1892	106
1st M., E. Ext., guar. by P. & R.R.	8,938,000	7	Apr. & Oct.	Phil. or Lond.	1900	97	Boston and Maine:						
Funding Income (traffic guar.)	6,408,900	7	"	Pittsburg.	1894	82	Bonds of 1893 (coup. and reg.)..	3,200,500	7	Jan. and July.	Boston.	'93-'94	111
American Central:							Boston and New York Air Line:						
1st Mort., guar. by C., B. & Q.	645,000	7	Jan. & July.	New York.	1878	104	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	100
Androscoggin:							Boston and Providence:						
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Bonds to purchase P., W. & B.Rd.	500,000	7	Jan. and July.	Boston.	1893	108
Arkansas Central (narrow gauge):							Brunswick and Albany:						
1st Mortgage.....	1,200,000	7*	Jan. & July.	Lond. or Ama.	1891	....	1st Mort. (gold) end. by Ga. tax fr.	3,430,000	6*	Apr. and Oct.	New York.	1908	....
Ashtabula, Youngstown & Pitts.:.							2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	....
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
Atchison and Nebraska:							Buffalo, Corry and Pittsburg:						
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
Atchison, Topeka and Santa Fe:							Buffalo and Erie:						
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	83	Mort. bonds (ass'd by LS & MS)	200,000	7	Jan. and July.	New York.	1882	....
Land Grant Mortgage (gold).....	3,374,500	7*	April & Oct.	Boston.	1900	74	Mort. bonds ( " " )	300,000	7	March & Sept.	"	1886	....
1st Mort. (Wichita Br.) traf. guar.	412,000	7*	Jan. & July.	"	1902	....	Mort. bonds ( " " )	2,000,000	7	Apr. and Oct.	"	1898	105
Consol. mort. gold (Oct. 1, '76)...	2,074,000	7*	"	"	1903	51	Buffalo and Jamestown:						
Consol. Second Mort. (gold)....	976,000	7*	April & Oct.	N. Y. or Bost.	1903	....	1st Mortgage.....	1,000,000	6*	"	New York.	1902	....
Land Income bonds.....	476,000	12	Jan. & July.	Boston.	....	102	Buffalo, New York and Erie:						
Atlanta and Richmond Air Line:							1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	93
1st Mortgage (guar. by Georgia)...	4,248,000	8	Jan. & July.	New York.	1900	60	Buffalo, New York & Phila.:						
Atlantic and Great Western:							1st Mortgage.....	2,296,000	6*	Jan. & July.	New York.	1896	....
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....	2d Mortgage for \$1,000,000....	281,500	10	"	"	1893	....
2d Mortgage (gold).....	10,173,679	7*	March & Sept.	"	1902	....	Burlington, Cedar Rapids & Minn.:						
3d Mortgage (gold) Income.....	28,783,000	7*	May & Nov.	"	1902	....	1st Mortgage, stig. skg. fund....	5,400,000	7*	May & Nov.	N. Y. & Lond.	1919	41
Atlantic and Gulf:							1st Mort., (gold) Mil. Div.....	2,200,000	7*	Feb. and Aug.	"	1902	....
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	....	Burlington and Missouri River:						
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	Land and R. R. Mortgage.....	4,680,250	7	April & Oct.	N. Y. & Bost.	1893	108
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	Stock Bonds pref. 3d lien.....	322,500	8	Jan. & July.	Boston.	1878	....
Atlantic and Lake Erie:							Stock (common) Bonds.....	308,000	8	April & Oct.	N. Y. & Bost.	1879	106
1st Mort. (gold) for \$5,000,000...	....	7*	Jan. & July.	New York.	1901	....	Stock (common) Bonds.....	303,500	8	Jan. & July.	"	1894	106
Atlantic, Miss. and Ohio (428 m.)							Stock (common) Bonds.....	409,500	8	"	"	1889	....
1st Mortgage for \$15,000,000....	5,470,000	7*	April & Oct.	New York.	1901	....	Burlington and Mo. Riv. in Neb.:						
2d Mort. to State (no int. till '80)	4,000,000	....	"	"	....	....	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	101
Atlantic and Pacific:							Bonds convertible until 1892....	600,000	8	"	Boston.	1883	91
Land Mortgage gold bonds.....	2,829,000	6*	Jan. & July.	New York.	1888	....	Burlington and Southwestern:						
2d Mortgage for \$3,000,000 (gold)	2,015,500	6*	May & Nov.	"	1891	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan. & July.	"	1885	61	Cairo and Fulton (Arkansas):						
1st Mort. (Central Div.) gold.....	1,190,000	6*	May & Nov.	"	1891	....	1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	....
1st Mort. (Central Div.) L. G.....	794,000	6*	"	"	1901	....	Cairo and St. Louis (3 ft. gauge):						
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
Income Bonds (for funding).....	529,800	6*	"	"	1883	....	Cairo and Vincennes:						
Land Debentures.....	800,000	10	J. A. J. & O.	"	1884	....	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
Atlantic and St. Lawrence:							2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1898	....
Sterling bonds (not Mort.) of 1883.	484,000	6*	May & Nov.	L.	1878	....	California Pacific:						
2d Mortgage (sterling) of 1884....	1,500,000	6*	April & Oct.	"	1884	....	1st Mortgage, sinking fund....	2,250,000	7*	Jan. & July.	New York.	1899	....
3d Mortgage (sterling) of 1871....	713,000	6*	May & Nov.	"	1891	....	Extension, or 2d Mortgage.....	3,500,000	7*	"	"	1889	....
Portland City Bonds, 1st M., s. f.	787,000	6	"	Portland.	1886	....	First Income bonds.....	1,000,000	10*	"	"	....	....
Bald Eagle Valley:							2d Income, or double track b'ds	1,900,000	6*	"	"	....	....
1st Mortgage.....	254,000	6	Jan. & July.	Philadelphia.	1881	....	Camden and Amboy:						
2d Mortgage.....	100,000	7	"	"	1884	....	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	102
Baltimore and Ohio:							Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	100
Loan of 1880-80.....	579,500	6	Jan. & July.	Baltimore.	1880	103	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	103
Loan of 1883-88.....	1,710,000	6	April & Oct.	"	1885	103	Sterling Loan, S. F. (£202,000).	1,286,080	6*	Feb. & Aug.	London.	1880	....
Loan of 1885-90 (Balt.) skg. fd.	3,253,026	6	Jan. & July.	"	1890	....	Camden and Atlantic:						
Loan of 1870-95 (etg.) skg. fund.	3,238,956	6*	March & Sept.	London.	1895	....	1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1893	105
Loan of 1872-1892 (etg.) S. F.....	9,188,852	6*	"	"	1902	....	2d Mortgage.....	500,000	7	April & Oct.	"	1879	103
Loan of 1874-1870 (etg.) S. F.....	9,578,000	6*	May & Nov.	"	1910	....	Camden and Burlington County:						
Baltimore and Potomac:							Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	95
1st Mort. (Tunnel) gold guar.....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	Camden Southern:						
1st Mortgage (R. R.) gold guar..	3,000,000	6*	April & Oct.	"	1911	....	1st Mort. (skg. fd.) d for \$0,000,000	9,000,000	7*	Jan. & July.	New York.	1906	64
Bangor and Piscataquis:							Cape Girardeau and State Line:						
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	....	1st Mortgage (gold).....	1,000,000	7	Jan. & July.	....	1891	....
1st Mort. (Bangor loan) exten'n	120,000	7	"	"	1901	....	Cape May and Millville:						
Bay City and East Saginaw:							2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	96
1st Mort. guar. by F. & P. Mry. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Carbondale and Shawneetown:						
Bedford and Bridgeport:							1st Mortgage.....	200,000	7*	Jan. & July.	....	1902	....
1st Mortgage.....	1,000,000	7	April & Oct.	Philadelphia.	1892	....	Carolina Central:						
Belfast and Moosehead Lake:							1st Mortgage.....	3,000,000	6*	Jan. & July.	New York.	1923	76
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	2d Mortgage - Income Bonds..	3,000,000	7	April & Oct.	"	1914	....
Bellefonte and Snow Shoe:							Carthage and Burlington:						
1st Mortgage.....	90,000	6	"	Philadelphia.	1883	....	1st Mort., guar. by C., B. and Q.	472,500	8	May & Nov.	New York.	1879	107
Bellefontaine and Indiana:							Ontawissa:						
1st Mort., ass'd by C., C. & L.	453,000	7	Jan. & July.	New York.	1899	....	1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
Belleville and Southern Illinois:							1st Mortgage (new).....	1,300,000	7	"	"	1900	106
1st Mort., guar. by St. L. & T.H.	1,100,000	8	April & Oct.	New York.	1896	91	Chattell Mortgage.....	209,850	6	May and Nov.	"	'86-'88	....
Beloit and Madison (C. & N.W.):							Cayuga Lake:						
1st Mortgage (guaranteed).....	234,000	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	800,000	7*	June and Dec.	New York.	1901	76
Belvidere Delaware:							Cazenovia and Canastota:						
1st Mortgage (guar. by C. & O.)	1,000,000	8	June & Dec.	New York.	1877	102	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1900	....
2d Mortgage.....	492,500	6	March & Sept.	Philadelphia.	1885	99	Cedar Falls and Minnesota:						
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	90	1st Mort. (C. F. to Waverly)....	198,000	7	April & Oct.	New York.	1884	85
Bingham Canyon & Camp Floyd:							1st Mort. (W. to Minn. Line)...	1,334,000	7	Jan. & July.	"	1897	....



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coll."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Ry. (C. & N.W.):							Chicago, Iowa and Nebraska:						
1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....	2d Mort. (now 1st) guar. C. & N.W.	568,200	7	Jan. & July.	Boston.	1880	....
1st Mortgage 2d Div. \$10,000pm	682,000	7	"	"	1894	94	2d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$16,000 p. m.	2,400,000	7	May & Nov.	"	1916	94	Chicago and Milwaukee Railway:						
Central Branch Union Pacific:							1st Mort. guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	101
1st Mort. (Atch. & Pike's Peak).	1,900,000	6	May & Nov.	New York.	1895	....	Chicago and Mich. Lake Shore:						
2d Mortgage Government ac. aid.	1,000,000	6	Jan. & July.	"	1895	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1880	....
Central of Georgia:							1st Mortgage.....	2,500,000	8	Jan. & July.	"	1890	....
General Mort. for \$5,000,000....	2,287,000	7	Jan. & July.	N.Y. & Savan.	1898	....	1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
Macon & West. (Atlanta D.) b'da	150,000	7	April & Oct.	Savannah.	1880	....	1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Central of Iowa:							Chicago, Milwaukee and St. Paul:						
1st Mortgage, gold, \$16,000 p. m.	8,700,000	7	Jan. & July.	New York.	1899	....	1st Mort. (Mil. and St. Paul R'y)	5,909,000	7	Jan. & July.	New York.	1893	102
2d Mortgage, gold, \$4,000 p. m.	925,000	7	April & Oct.	"	1901	....	2d Mort. ( " )	1,191,000	7	April & Oct.	"	1884	98
Central of L. I. (Flush. N.C. & O.):							1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1903	97
1st Mortgage	1,275,000	7	May & Nov.	New York.	1889	....	1st Mort. (East. Div. Palmer)	547,000	8	May & Nov.	"	1874	....
Central of New Jersey:							1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"	1897	94
Convertible bonds of 1872.....	4,475,000	7	May & Nov.	New York.	1902	103	1st Mort. (Minnesota Central)	190,000	7	"	"	1894	....
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	"	1890	112	1st Mort. (St. Paul Division)	4,090,000	7	"	"	1902	99
Newark Branch Bonds	800,000	7	Jan. & July.	"	1887	....	1st Mort. (Iowa and Dak. Div.)	887,000	7	"	"	1899	98
Loan of Loh. C. & Nav. Co. (au'd)	3,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (Prairie duChien Div.)	3,674,000	8	Feb. & Aug.	"	1898	116
Consol. Mort. for \$25,000,000....	11,000,000	7	"	New York.	1899	106	2d Mort. ( " )	1,815,000	7.3	"	"	1899	97
Central Ohio (C. and O.):							1st Mort. (Hast. and Dak. Div.)	467,000	7	Jan. & July.	"	1902	84
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	100	1st Mort. (Mil. and Western)	234,000	7	Jan. & July.	"	1891	....
Central Pacific of California:							Real Estate Purchase.....	145,500	7	"	"	1888	....
1st Mort. 30 years bonds, (gold)	25,781,000	6	Jan. & July.	New York.	1895	106	Equipment and Bridge Bonds..	245,000	10	June & Dec.	"	1883	....
Convertible 20 years bonds, (gold)	1,488,000	7	"	"	1883	105	Consol. Mort. for \$85,000,000...	2,154,000	7	Jan. & July.	"	1906	88
State Aid B'ds. (Int. by State) gold	1,500,000	7	"	"	1884	112	Chicago and Northwestern:						
2d Mort. (Govern'm't Subsidy)	25,885,000	6	"	"	1895	99	Preferred sinking fund (193 m.)	1,238,700	7	Feb. & Aug.	New York.	1885	107
1st Mort. (Western Pacific) gold	2,738,000	6	"	"	1899	99	General 1st Mortgage (193 m.)	3,578,000	7	"	"	1885	104
1st Mort. (Calif. & Oregon) gold	7,291,000	6	"	"	1888	94	Funded coupons (193 m.)	740,500	7	May & Nov.	"	1885	106
1st Mort. (S. Fr. & Okla. & Ala.)	6,000,000	8	"	"	1890	....	Appleton Ext. (23 m. & 76,000 ac.)	145,000	7	Feb. & Aug.	"	1885	90
1st Mort. (San Joaquin V.D.) gold	5,090,000	6	April & Oct.	"	1900	91	Green Bay Ext. (23m & 76,000 a.)	285,000	7	"	"	1885	90
Land bonds (Con. Pac. Co.) gold	9,049,000	6	"	"	1890	99	1st Mort. (Gal. & Chi. U.) 248 m.	1,692,000	7	"	"	1882	108
Central Vermont:							Elgin and State Line.....	1,292,000	6	Jan. & July.	"	1878	....
1st Mort. Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	11	Mississippi River Bridge.....	185,000	7	"	"	1884	....
2d Mort. Consol. ( " )	1,500,000	7	June & Dec.	"	1891	4	1st Mortgage (Peninsula)	328,000	7	March & Sept.	"	1898	101
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	46	Consol. s.kg fund (C. & N.W.R'y)	4,277,000	7	F. M. A. & N.	"	1915	102
Income and Extension Bonds..	1,008,000	8	May & Nov.	"	1902	50	General Consol. Gold Bonds	9,758,000	7	June & Dec.	"	1902	92
Equipment Mort. (Vt. Central).	1,000,000	8	"	"	176-77	60	1st Mort. S. F. (Madison Extens.)	3,150,000	7	April & Oct.	"	1911	....
Equipment Mort. ( " )	1,000,000	8	"	"	"	80	1st Mort. S.F. (Maine Ext.)	2,700,000	7	June & Dec.	"	1911	....
Bonds, guar. (Vt. and Canada)	1,000,000	6	Jan. & July.	"	1891	58	2d Mort. (Mil. & Chi.R.R.) guar.	2,000	7	"	"	1898	....
Missisquoi R.R. ( " )	500,000	7	"	"	1891	39	1st Mort. (Chic. & Mil.R.R.) guar.	1,700,000	7	Jan. & July.	"	1898	101
Cent. Vt. (Vt. & Ca. Mort.) b'da	3,000,000	6	March & Sept.	"	1904	....	1st Mort. (Bel. & Mad. R.R.) guar.	284,000	7	"	"	1883	....
Charleston and Savannah:							Chicago, Portage and Superior:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	1st M.s.f. (Chi. & N. Pac. Air-L.)	25,000pm	7	June & Dec.	New York.	1902	....
Funded Interest on 1st Mort....	157,400	7	"	"	1889	....	Chicago, Omaha and St. Joseph:						
Charlotte, Columbia & Augusta:							1st Mortgage for \$5,000,000....	.....	8	April & Oct.	New York.	1901	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1895	....	Chicago and Paducah (C. B. & Q.)						
Charters:							1st Mortgage \$26,000 p. m. gold.	2,304,000	7	Jan. & July.	Boston.	1903	....
1st Mort. guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	Chi. Pekin & Southwn (C.B. & Q.)						
Chesaw and Darlington:							1st Mortgage for \$10,000per m.le	700,000	8	Feb. & Aug.	New York.	1901	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	Chicago, Rock Island and Pacific:						
2d Mortgage dated Jan. 1, 1889.	75,000	7	Jan. & July.	"	1888	....	1st Mortgage s.kg. fund.....	9,000,000	7	Jan. & July.	New York.	1896	110
Cherry Valley, Sharon and Alb.							Chi. & Southwes'n (C. R. I. & Pac.)						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1890	....	1st Mort. gold, tax free, guar.....	5,000,000	7	May & Nov.	New York.	1889	....
Chesapeake and Ohio:							1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	"	1901	....
1st M. (gold) s.kg fd for \$15,000,000	15,000,000	6	May & Nov.	New York.	1899	31	Chicago, Wisconsin & Canada:						
1st Mort. Extension (con. or reg)	4,758,000	7	Jan. & July.	"	1902	....	1st Mort. gold, s.kg fd for \$410,000	.....	7	Jan. & July.	New York.	1902	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1880	....	Chicago and Superior:						
2d Mort. ( " ) coupon	918,000	6	"	"	1884	....	1st Mortgage (Mad. & Portage) g'd	600,000	7	April & Oct.	New York.	1900	....
Income ( " ) coupon	300,000	8	"	"	1876	....	1st Mortgage (gold) for \$5,000,000	.....	7	Jan. & July.	"	1902	....
Funded Interest, coupon.....	160,500	8	"	"	1877	....	Chillicothe and Brunswick:						
Cheshire:							1st Mort. guar. by St. L. K. C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Coupon bonds (no Mort.).....	773,800	6	Jan. & July.	Boston.	77-80	100	Cincinnati, and Baltimore:						
Chester Creek (Phil. & Balt. Cent.)							1st Mort. guar. by B. & O. & M. & C.	322,000	7	Jan. & July.	Baltimore.	1900	100
1st Mort. guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	Cincinnati, Hamilton and Dayton:						
Chester and Tamaroa:							1st Mortgage of 1863.....	1,250,000	7	May & Nov.	New York.	1880	....
1st Mortgage.....	600,000	7	May & Nov.	New York.	1901	....	2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1885	....
Chicago and Alton:							3d Mortgage of 1867.....	500,000	8	June & Dec.	"	1877	....
1st Mortgage, pref. sinking fund.	23,000	7	May & Nov.	New York.	1877	107	Cincinnati, Ham. & Ind. (C. H. & D.)						
2d Mortgage Income.....	2,400,000	7	Jan. & July.	"	1893	117	1st Mort. guar. for \$2,600,000...	1,846,000	7	Jan. and July.	New York.	1903	....
3d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	100	Cincinnati, Lafayette and Chi.						
Consol. Bonds (\$200 stig. each).	3,595,200	6	Jan. & July.	London.	1903	....	1st Mortgage.....	1,120,000	7	March & Sept.	New York.	1901	84
1st Mort. (St. L.J. & C.) assumed	864,000	7	April & Oct.	New York.	1894	102	Consolidated Mortgage.....	471,000	7	June & Dec.	"	1914	....
2d Mort. ( " )	181,000	7	Jan. & July.	"	1898	....	Cincinnati and Martinsville:						
1st Mort. (Louisiana and Mo.)	4,300,000	7	Feb. & Aug.	"	1900	92	1st Mort. guar. by L. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
Chicago, Burlington and Quincy:							Cincinnati & Muskingum Valley:						
Trust Mortgage s.kg fund.....	2,671,000	8	Jan. & July.	New York.	1883	118	1st Mortgage.....	1,600,000	7	Jan. and July.	New York.	1901	..
Trust Mortgage s.kg fund conv.	750,000	8	"	"	1888	....	Cincinnati, Richmond & Chicago:						
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	"	1890	....	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
Loan of 1872.....	2,391,475	7	Jan. & July.	Boston.	1896	109	2d Mortgage	65,000	7	"	"	1889	....
Bond. of 1875, Sinking Fund....	462,000	6	June & Dec.	"	1895	88	Cinc. Moh. & Ft. Wayne (G.R. & I.)						
Consol. Mortgage for \$30,000,000	3,428,000	7	"	"	1903	111	1st Mortgage gold, guar.....	1,900,000	7	June & Dec.	New York.	1921	....
1st Mort. (Am. Cen. R.R.) guar.	516,000	8	"	"	1873	....	Cincinnati, Sandusky and Cleve.:						
1st Mort. (Car. and Burl.) guar.	803,500	8	May & Nov.	"	1879	....	1st Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	75
1st Mort. (Dix. Pec. & Han.) guar.	755,000	8	Jan. & July.	"	1889	....	1st Mort. (Gen. Day. & Cin.) S.F.	922,000	8	Feb. & Aug.	Boston.	1900	....
1st Mort. (Ill. Gr. Trunk) guar.	935,000	8	April & Oct.	Boston.	1890	110	1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	....
1st Mort. (Keok. & St. Paul) guar.	984,500	8	"	"	1879	....	1st Mort. (Col. Spring. & Cine.)	1,000,000	7	"	New York.	1901	65
1st Mort. (O. O. & Fox Rv.) guar.	1,131,000	8	Jan. & July.	N.Y. & Bos.	1900	....	Cincinnati and Springfield:						
1st Mort. (Pec. and Han.) guar.	571,000	8	"	"	1878	....	1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	....
1st Mort. (Quincy & War.) guar.	750,000	8	"	N.Y. & Bos.	1890	....	2d Mortgage.....	588,255	7	Jan. and July.	"	1902	....
2d Mort. (Northern Cross) gold.	941,000	6	"	Frankfort.	1890	....	Cincinnati, Wabash and Mich.						
Chicago and Canada Southern.							1st Mortgage for \$16,000 p. m....	2,000,000	7	Jan. and July.	New York.	1891	....
1st Mortgage.....	2,467,000	7	Apr. and Oct.	New York.	1902	....	Clev., Col. Cin. & Indianapolis:						
Chicago, Cincinnati and Louisv.:							1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	106
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	1st Mort. (C. C. and C. R. R.)	228,000	7	June & Dec.	"	74-84	....
Chicago, Clinton and Dubuque:							1st Mort. (Bell. and Ind. R.R.)	411,000	7	Jan. and July.	"	1899	....
1st Mort. guar. C. B. and Q.....	1,600,000	8	June & Dec.	Boston.	1896	....	Consol. Mortgage for \$7,500,000.	2,500,000	7	June and Dec.	N.Y. or Lond.	1911	99
Chicago, Danville and Vincennes:							Clev. & Mahoning V. (A. & Gt. W.)						
1st Mortgage (Ill. Div.) gold....	2,800,000	7	Apr. and Oct.	New York.	1909	....	1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
1st Mortgage (Ind. Div.) gold....	825,000	7	"	"	1912	23	3d (now 2d) Mort. (s.kg fund) 1886	654,500	7	March & Sept.	"	1876	....
Chicago, Dubuque and Minn.:							1st Mort. (Niles & New Lisbon)	500,000</					



# AMERICAN RAILROAD JOURNAL.

## AMERICAN RAILROAD BOND LIST.

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Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburgh (Pa. Co.):							Detroit & Bay City (Mich. Cent.):						
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	103	1st Mort. (\$424,000 guar.)	2,380,000	8	May and Nov.	New York.	1902	94
4th (now 2d) Mortgage guar.	1,096,000	7	"	"	1892	103	Detroit, Mel River and Illinois:						
Consol. sinking fund guar.	1,437,000	7	May & Nov.	"	1900	103	1st Mortgage for \$22,000 p.m.	1,826,000	8	Jan. & July.	New York.	1891	100
Clev., Painesville & Ashtabula:							Detroit, Hillsdale and Indiana:						
Regist'd bds (ass'd by L.S. & M.S.)	1,000,000	7	Jan. & July.	New York.	1880	105	1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	100
2d Mortgage ( " )	1,000,000	7	April & Oct.	"	1892	103	2d Mortgage, (coupon) guar.	800,000	8	Jan. & July.	"	1881	100
Cleveland and Toledo:							Detroit, Lansing and Lake Mich.:						
1st Mort., s.f. (ass'd by L.S. & M.S.)	1,595,000	7	Jan. & July.	New York.	1885	107	1st Mortgage	3,219,000	8	April & Oct.	Boston.	1896	100
2d Mortgage ( " )	860,000	7	April & Oct.	"	1886	103	1st Mortgage (on Branches)	575,000	8	June & Dec.	"	1897	100
Colebrookdale:							2d Mortgage	1,359,000	8	Feb. & Aug.	"	1893	100
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	100	1st Mort. (Lansing and Lansing)	770,000	8	Jan. & July.	New York.	1889	100
Colorado Central (3 ft. gauge):							2d Mort. ( " )	81,000	8	May & Nov.	"	1880	100
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	100	Detroit & Milwaukee (Gt. W. of Can.):						
Columbus, Chicago & Ind. Cent.:							1st Mortgage (D. & M.R.R.)	2,500,000	7	May & Nov.	New York.	1875	100
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	46	2d Mortgage ( " )	1,000,000	8	"	"	1875	100
2d Mortgage skg fund.	5,532,400	7	Feb. & Aug.	"	1909	15	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	100
Income convertible.	3,893,000	7	"	"	1890	100	2d Funded Coup. ( " )	375,734	7	May & Nov.	"	1875	100
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	"	1890	96	1st Mort. (Det. & Pontiac R.R.)	150,000	7	April & Oct.	"	1878	100
2d Mort. ( " )	344,400	7	Jan. & July.	"	1890	96	2d Mort. ( " )	100,000	7	Jan. & Ju y.	"	1878	100
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	"	1890	96	3d Mort. ( " )	250,000	8	Feb. & Aug.	"	1878	100
1st M., s.f. ( " )	39,550	7	May & Nov.	"	1896	100	Bonds of Sept. 1, 1866	110,000	7	March & Sept.	"	1886	100
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	100	Bonds of June 30, 1866	1,702,317	6 1/2	Jan. & July.	"	1886	100
2d Mort. ( " )	821,000	10	May & Nov.	"	1904	100	Detroit, Mon. & Tol. (L.S. & M.S.):						
1st M. (Col. & Ind.) 1st & 2d pref.	303,500	7	Jan. & July.	"	1893	100	1st Mortgage Aug. 1, 1866	924,000	7	Feb. & Aug.	New York.	1876	101
2d Mortgage (Ind. Cent.)	666,500	7	"	"	1892	100	Dixon, Peoria and Hannibal:						
1st Mort. (Tol. Logansport & Bur.)	554,500	7	Feb. & Aug.	"	1894	100	1st Mort., guar. by C., B. and Q.	763,000	8	Jan. & July.	New York.	1889	101
Income ( " )	74,024	7	"	"	1905	100	Dubuque and Sioux City:						
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	"	1905	100	1st Mortgage tax free	882,000	7	Jan. & July.	New York.	1883	106
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	100	1st Mortgage	450,000	7	April & Oct.	New York.	1883	100
Columbus and Hocking Valley:							1st Mortgage, preferred	75,500	7	Jan. & July.	"	1883	100
1st Mortgage skg fund.	1,500,000	7	April & Oct.	New York.	1897	100	Dunkirk, Allegheny Val. & Pittab.:						
1st M. on Branch & 2d on main	200,000	7	Jan. & July.	"	1890	100	1st Mortgage (gold)	1,200,000	7	June & Dec.	New York.	1900	100
General Mortgage	624,000	7	"	"	1892	100	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	100
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	100	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	"	1890	100
New Mortgage for \$1,500,000	570,500	7	April & Oct.	Boston.	1893	96	East Brandywine & Waynesboro:						
1st Mortgage sinking fund	289,500	6	June & Dec.	"	1876	99	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	100
Coupon Notes	607,500	7	"	"	76-51	97	East Pennsylvania (Ph. & Rdg.):						
1st Mort. (Massawippi) guar. gold	400,000	6 1/2	Jan. & July.	"	1876	96	1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	103
Connecticut River:							East Tennessee, Virginia & Ga.:						
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1878	100	1st Mort., skg fund for \$2,500,000	2,099,000	7	Jan. & July.	New York.	1900	91
Connecticut Valley:							2d Mortgage	190,000	4	"	"	82-87	100
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	100	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1886	100
Connecticut Western:							Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	80-86	100
1st Mortgage tax free	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900	100	Company Bonds (E. & Ga., old)	635,000	6	"	"	1876	100
Connecting (Philadelphia):							Company Bonds ( " new)	136,400	6	"	"	1876	100
1st Mort. A.B.D. & \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1.23.4.	100	Eastern (Mass.):						
Cooperstown and Susq. Valley:							1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	50
1st Mortgage	100,000	7	March & Sept.	New York.	1889	100	Loan of 1865	160,000	6	April & Oct.	"	1885	100
Cowanesque Valley:							Loan of 1867	959,000	7	March & Sept.	"	85-89	100
1st Mortgage, gold	95,000	7	Jan. & July.	New York.	1902	100	Loan of 1868	1,000,000	6	March & Sept.	"	1889	100
2d Mortgage	160,000	7	May & Nov.	"	1882	100	Loan of 1869	500,000	6	May & Nov.	"	1882	50
Cumberland & Penn. (Consol. Coal.):							Ten year coupon notes	1,163,000	7	"	"	83-84	50
1st Mortgage	803,500	6	March & Sept.	New York.	1891	100	Ten year coupon notes	2,513,500	7	"	"	1884	50
2d Mortgage, sinking fund	648,000	6	May & Nov.	"	1888	100	Sinking Fund Bonds	2,300,000	7	May & Nov.	"	1884	50
Cumberland Valley:							Sterling Sink. Fd. Bonds	2,878,048	6 1/2	March & Sept.	London.	1893	100
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	100	Eastern Shore (Md.):						
2d Mortgage	109,500	8	"	"	1906	100	1st Mortgage	400,000	8	Jan. & July.	Philadelphia.	1880	100
Plain bonds	81,800	6	"	"	1894	100	2d Mortgage	200,000	6	April & Oct.	"	1886	100
Danbury and Norwalk:							Elizabethtown and Paducah:						
Mortgage Bonds of 1870	100,000	7	Jan. & July.	New York.	1880	100	1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	100
Mortgage Bonds of 1870	200,000	7	"	"	1890	100	Elmira and Williamsport (N. Cen.):						
Mortgage Bonds of 1872	200,000	7	"	"	1892	100	1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	102
Danv. Hazleton & Wilkesbarre:							Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	82 1/2
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Erie Railway:						
2d Mortgage	300,000	7	"	"	1886	100	1st Mortgage, extended	2,483,000	7	May & Nov.	New York.	1897	111 1/2
Dav. Urb. Bloomington & Pekin:							2d Mortgage	2,174,000	7	March & Sept.	"	1879	101 1/2
1st Mortgage	2,000,000	7 1/2	April & Oct.	New York.	1909	100	3d Mortgage	4,562,000	7	"	"	1883	102 1/2
Davenport and St. Paul:							4th Mortgage convertible	2,937,000	7	April & Oct.	"	1880	100
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7 1/2	April & Oct.	New York.	1911	100	5th Mortgage convertible	709,500	7	June and Dec.	"	1888	108 1/2
Dayton and Michigan (O. H. & D.):							Buffalo Branch, 1st mortgage	182,500	7	Jan. & July.	"	1891	100
1st Mortgage sinking fund guar.	1,855,000	7	Jan. & July.	New York.	1881	100	Sterling loan (\$1,000,000) conv.	4,580,000	6 1/2	March & Sept.	London.	1876	100
2d Mortgage, guar.	441,000	7	March & Sept.	"	1884	100	1st Consol. Mort. for \$30,000,000	12,076,000	7 1/2	"	N.Y. & London.	1920	100
3d Mortgage, guar.	356,000	7	April & Oct.	"	1888	100	2d Consol. Mort. for \$40,000,000	14,400,000	7 1/2	June and Dec.	London.	1894	100
Toledo Depot bonds guar.	105,500	7	March & Sept.	"	86-94	100	Convertible bonds	10,000,000	7 1/2	J. A. J. and O.	London.	1903	100
Dayton and Union:							Erie and Pittsburgh (Penn.):						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	100	1st Mortgage	292,200	7	Jan. & July.	New York.	1882	100
2d Mortgage	136,000	7	June & Dec.	"	1879	100	2d Mortgage	92,800	7	April & Oct.	"	1890	100
Income Bonds	252,445	6	"	"	1879	100	Consolidated Mortgage	2,192,000	7	Jan. & July.	"	1898	100
Dayton and Western (L. M. R.R.):							Equipment Mortgage	750,000	7	April & Oct.	"	1890	100
1st Mortgage (assumed)	142,000	7	March & Sept.	New York.	1881	100	European & N. American (Me.):						
2d Mortgage ( " )	498,000	6 1/2	Jan. & July.	"	1906	100	Bangor City Bonds (1st m. 55 m.)	1,000,000	6 1/2	Jan. & July.	N.Y. & Lond.	1894	100
Delaware (P. W. and Balt.):							1st L.M. & 1st on 59, & 2d on 55m)	2,000,000	6 1/2	March & Sept.	"	1899	100
1st Mortgage	600,000	8	March & Sept.	New York.	1901	100	New Mortgage for \$6,000,000						
2d Mortgage	650,000	6	Jan. & July.	Philadelphia.	1885	100	Kavanaugh and Crawfordville:						
1st Mortgage extension	100,000	6	"	"	1880	100	1st Mortgage (\$1 miles) skg. fund	202,000	7	Jan. & July.	New York.	1887	100
Delaware State Loan	170,000	6	"	"	1876	100	2d Mortgage (109 m.)	638,000	7	May & Nov.	"	1887	100
Delaware, Lackawanna & Western:							1st Mort. (Rockville Extension)	147,000	7	Feb. & Aug.	"	1880	100
1st Mortgage	1,633,000	7	March & Sept.	New York.	1881	108	Evansville, Terre Haute & Chi.:						
Convertible Bonds	2,800,000	7	June & Dec.	"	1892	115	1st Mortgage, gold	775,000	7 1/2	May & Nov.	New York.	1900	100
2d Mort. (Laek. & Bloomsburg)	500,000	7	Apr. and Oct.	"	1880	100	Fall River, Warren & Prov. (B. & P.):						
1st M. Ext. ( " )	400,000	7	March & Sept.	"	1885	100	1st Mortgage	300,000	7	Jan. & July.	Providence.	1882	100
2d M. Ext. ( " )	200,000	7	May & Nov.	"	1890	100	Fitchburg:						
Denver & Boulder Val. (Den. Pac.):							Bonds of 1874	500,000	7	April & Oct.	Boston.	1894	112 1/2
1st Mortgage	550,000	7 1/2	May & Nov.	Kansas City.	1900	100	Flint and Pere Marquette:						
Denver Pacific:							1st Mort. Land Gr. (3d series)	2,210,000	8	March & Sept.	New York.	1888	100
1st Mortgage gold, land grant	2,493,000	7 1/2	May & Nov.	New York.	1899	100	Flint & Holly B. F. (\$25,000 p.y.)	425,000	10	May & Nov.	"	1888	1



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:	\$						Huntingdon and Broad Top Mt.:	\$					
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	110
Flushing, North Side and Central:							2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	104
1st Mort. (Flushing and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,378,000	7	April & Oct.	"	1895	60
1st Mort. (Central of L. I.).....	1,275,000	7	"	"	1889	....	<b>Illinois Central:</b>						
1st Mort. (Cent. R. R. Eten.).....	200,000	7	May and Nov.	"	1903	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	....
1st Mort. (North Shore).....	135,000	7	Feb. & Aug.	"	1887	....	General Mortgage for \$15,000,000	2,500,000	6*	"	London.	1895	....
Sterling Loan.....	1,500,000	6*	"	London.	....	....	Sterling Bonds, Sinking Fund..	4,792,000	5*	"	"	1903	....
<b>Fonda, Johnstone &amp; Gloversville:</b>							<b>Illinois Grand Trunk (C. B. &amp; Q.):</b>						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage, guaranteed.....	933,000	8	April & Oct.	Boston.	1890	110
<b>Fort Wayne, Jackson &amp; Saginaw:</b>							<b>Indiana and Illinois Central:</b>						
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	<b>Indiana North and South:</b>						
<b>Fort Wayne, Muncie &amp; Cin.:</b>							1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	<b>Indianapolis, Blooming. &amp; West:</b>						
2d Mortgage.....	500,000	8	"	"	1893	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	32 1/2
<b>Framingham and Lowell:</b>							1st Mortgage Extension gold...	5,570,000	7*	Jan. & July.	"	1912	....
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	90	2d Mortgage.....	1,500,000	8	"	"	1890	11 1/2
2d Mortgage.....	150,000	8	"	"	1883	89	<b>Indianapolis and Madison:</b>						
<b>Frederick and Pennsylvania Line:</b>							1st Mort. assumed by J. M. & L.	397,000	7	May & Nov.	New York.	1881	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	<b>Indianapolis &amp; Vincennes:</b>						
<b>Fremont, Elkhorn &amp; Mo. (S.C. &amp; P.):</b>							1st Mortgage guar. by Pa. Co....	1,700,000	7	Feb. & Aug.	New York.	1908	76
1st Mortgage.....	690,000	7	April & Oct.	.....	1901	....	2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	"	1900	....
<b>Galena &amp; Chic. Union (C. &amp; N. W.):</b>							<b>International and Gt. Northern:</b>						
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	105	1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	70
2d Mortgage.....	43,000	7	May & Nov.	"	1875	102 1/2	Convertible B'ds ( " )	1,473,000	8	Feb. & Aug.	"	1892	....
<b>Galv., Harrisburg &amp; San Antonio:</b>							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	"	1900	65
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convert. B'ds ( " )	1,977,000	8	Feb. & Aug.	"	1892	....
<b>Galveston, Houston &amp; Henderson:</b>							<b>Indianapolis, Cin. and Lafayette:</b>						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	82 1/2	1st Mortgage of 1887.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
<b>Geneva, Ithaca and Athens:</b>							1st Mortgage of 1889.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, skg. fd., guar. ....	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	1878-83	....
<b>Georgia (and Banking):</b>							Equipment Bonds, registered....	375,000	10	"	"	1883	86 1/2
Company bonds (debentures)....	664,500	7	Jan. & July.	Augusta	1875-90	....	1st Mort. (Ind'polis & Cin.) 1868.	1,600,000	7	April & Oct.	"	1888	....
<b>Illman, Olinton &amp; Springfield:</b>							1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	2d Mort. ( " ) guar. ....	1,497,000	7	Jan. & July.	"	1877-82	....
2d Mortgage gold.....	1,000,000	6*	Jan. & July.	"	1892	....	<b>Indianapolis and St. Louis:</b>						
<b>Goshen and Deckertown (Erie):</b>							1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1883	....	1st Mortgage.....	7	March & Sept.	"	1919	....	
<b>Grand Rapids &amp; Indiana:</b>							2d Mortgage.....	1,000,000	7	April & Oct.	"	1919	....
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	....	Equipment Mortgage.....	375,000	10	Jan. & July.	"	1900	....
1st Mort. L. G. not guar. gold....	3,224,000	7*	April & Oct.	"	1899	....	<b>Ionia and Lansing (D. L. &amp; L. M.):</b>						
<b>Grand River Valley (Mich. C.):</b>							1st Mortgage traffic guar. ....	770,000	8	Jan. & July.	New York.	1890	....
1st Mort. assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1886	94 1/2	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
2d Mortgage, guar. by Lessees....	500,000	8	March & Sept.	"	1879	85	<b>Iowa Falls and Sioux City:</b>						
<b>Grand Trunk (Ca.):</b>							1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	....
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	<b>Iowa Midland (C. &amp; N. W.):</b>						
Equipment Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	97
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	<b>Ironton (Penn.):</b>						
1st Preference Bonds \$3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
2d Preference Bonds \$2,327,808	11,639,040	4*	"	"	"	....	<b>Ithaca and Athens (Penn.):</b>						
3d Preference Bonds \$7,163,910	35,319,550	4*	"	"	"	....	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	102 1/2
Provincial Debenture \$3,111,500	15,557,500	....	"	Ottawa.	....	....	<b>Jackson, Lansing &amp; Saginaw (MO):</b>						
<b>Great Western of Canada:</b>							1st Mortgage guar. ....	1,517,000	8	Jan. & July.	New York.	1885	93 1/2
Mortgage Bonds \$127,000.....	635,600	6	Jan. & July.	London.	1876	....	1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890	85
Mortgage Bonds \$547,000.....	2,735,900	6 1/2	April & Oct.	"	1877-78	....	2d Mortgage guar. ....	158,000	8	March & Sept.	"	1875	....
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Consolidated Mortgage (236 m.)	1,968,000	8	"	"	1891	78 1/2
Debenture Bonds \$1,743,160....	8,715,900	5	Jan. & July.	"	Perp.	....	<b>Jacksonville, North West &amp; S. East:</b>						
<b>Great Western Railway of 1859:</b>							1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	89	<b>Jacksonville, Pensac. and Mobile:</b>						
2d Mort., " " " " " "	2,500,000	7	May & Nov.	"	1893	65	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
<b>Green Bay and Minnesota:</b>							2d Mortgage.....	3,000,000	8	"	"	1899	....
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	.....	1900	....	<b>Jameson &amp; Frank (L.S. &amp; M. So.):</b>						
<b>Greenville and Columbia:</b>							1st Mortgage guaranteed.....	443,000	7	Jan. & July.	New York.	1897	....
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	Columbia.	1871-86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage not guaranteed....	376,766	7	"	"	1871-86	....	<b>Jefferson (Erie):</b>						
<b>Greenwich and Johnsonville:</b>							1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	71
1st Mortgage.....	186,000	7	May & Nov.	New York.	1889	....	2d Mort. ( " ) " " " "	84,000	7	"	"	1889	....
<b>Gulf, Western Texas and Pacific:</b>							1st Mort. (Carbondale Section)..	2,000,000	7	"	"	1889	....
1st Mortgage (Construction)....	1,386,000	7*	Jan. & July.	.....	1902	....	<b>Jeffersonville, Madison &amp; Indian:</b>						
<b>Hannibal and Naples (T. W. &amp; W.):</b>							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	35	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
<b>Hannibal &amp; Cent. Mo. (T. W. &amp; W.):</b>							<b>Jersey City and Albany:</b>						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	80	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
2d Mortgage.....	250,000	7	"	"	1892	75	1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	"	1912	....
<b>Hannibal and St. Joseph:</b>							<b>Joliet and Chicago (C. &amp; Alton):</b>						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	1877-94	103 1/2	1st Mortgage skg fund guar....	336,000	8	Jan. & July.	New York.	1882	108
Missouri State Loan.....	1,500,000	6	"	"	1877-94	105 1/2	<b>Junction, Philadelphia:</b>						
Fifteen years' bonds (277 m.)....	3,798,000	6	March & Sept.	"	1885	76 1/2	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	100
1st Mort. (Q. & Palm R.R. 15 m.)	600,000	6	Feb. & Aug.	"	1892	....	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	....
1st Mort. (K. City & Cam. R.R. 55 m.)	1,380,000	10	Jan. & July.	"	1886	92 1/2	<b>Junction and Breakwater:</b>						
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	106	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
<b>Harlem Extension:</b>							<b>Kalamazoo, Allegan &amp; Gr. Rapids:</b>						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	1st Mort. assumed by L.S. & M. So.	840,000	8	Jan. & July.	New York		



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....	Bonds to State of Kentucky....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold	4,083,000	6*	June & Dec.	"	1896	....	1st Mortgage for Cincinnati Br..	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66m. & 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. & St. Lo.	1899	....	2d Mortgage for \$1,000,000.....	878,000	8	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres).....	187,000	7*	March & Sept.	N. Y. & St. Lo.	71-76	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres) gold....	1,722,250	7*	Jan. & July.	N. Y. & St. Lo.	1880	....	1st Mort. (Louisville & Frank't)	39,000	6	"	"	73-78	....
2d Mort. ( " ) gold.....	1,500,000	7*	March & Sept.	"	1886	....	1st Mort. (Louis., Cin. & Lex.)	21,000	6	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	96-97	....	Louisville and Nashville:						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	....	1st Mortgage (main line 185 m.)..	176,000	7	Jan. & July.	New York.	1876	....
Kent County (Del.)							1st Mortgage (Memph Br. 46.37m.)	47,000	7	May & Nov.	Louisville.	1875	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2m.)..	88,000	7	"	"	80-86	....
Kentucky Central:							1st Mort. (Memphis and Ohio)....	3,500,000	7	June & Dec.	New York.	1901	....
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memph. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$5,000,000 (392 m.)	6,964,000	7	April & Oct.	"	1898	92
Keokuk and Des Moines:							Louisville Loan.....	849,000	6	"	"	86-87	....
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....	Louisville Loan (Lebanon Br.)..	225,000	6	May & Nov.	"	1886	....
Funded Interest.....	254,300	8	"	"	1884	....	Louisv. Loan (Leb. Br. Exten.)	338,000	6	April & Oct.	Louisville.	1898	....
Keokuk and St. Paul (C.B. & Q.):							Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage traffic guar.....	864,000	8	April & Oct.	Boston.	1879	105	1st Mortgage gold, \$25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
La Crosse, Trempealeau & Prescott:							Macon and Augusta:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1877	....	1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1877	....
Lat., Blooming. & Miss. (T.W. & W.)							1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	70	Construct. Mort. end. by Ga. R.R.	370,000	7	"	"	1879	....
Lat. Muncie & Bloom. (T.W. & W.)							Macon and Brunswick:						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
Lake Erie and Louisville:							1st Mort. " " " " " " " "	600,000	7	May & Nov.	"	1900	....
1st Mortgage .....	1,092,000	7	April & Oct.	New York.	1892	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
Lake Ontario Shore:							Madison and Portage:						
1st Mortgage (\$20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....	1st Mort., guar. by Chi. and Sup.	600,000	7	April & Oct.	New York.	1890	....
Lake Shore & Michigan South'n:							Maine Central:						
Sinking Fund Mortgage.....	1,198,000	7	April & Oct.	New York.	1879	....	Consolidated Mortgage.....	928,300	6	April & Oct.	Boston.	1912	96
Consol. Mort., S.F., Regist'd..	6,118,000	7	J. A. J. & O.	"	1900	105	\$1,110,000 Loan, tax free.....	750,900	6	Jan. & July.	"	1898	91
Consol. Mort., S.F., Coupon....	8,471,000	7	Jan. & July.	"	1900	107	Extension (gold) Loan.....	498,500	6	April & Oct.	"	1900	....
2d Consol. Mort. for \$25,000,000.	3,629,000	7	June & Dec.	"	1903	97	1st Mort. (Belfast & Moosehead)	150,000	3*	May & Nov.	Belfast & Bos.	1890	....
Bonds of 1892 (Reg. & Coupon)	1,442,000	7	April & Oct.	"	1882	101	\$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	90-91	96
Lake Shore Dividend Bonds.....	1,000,000	7	Jan. & July.	"	1880	103	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	April & Oct.	"	1882	104	Consol. (Port. & Kennebec) Loan	1,183,700	6	June & Dec.	Boston.	1895	....
3d Mort. ( " ) " " " " " "	5,255,000	7	May & Nov.	"	1885	106	2d Mort. (Somerset & Kennebec)	280,000	6	Jan. & July.	"	1876	....
1st Mort. (Mich. So. & Nor. Ind.)	2,682,300	7	Jan. & July.	"	1877	107	1st Mort. (Leeds & Farmington)	683,000	6	"	"	1901	....
2d Mort. ( " ) " " " " " "	1,595,000	7	Jan. & July.	"	1885	108	Bath (Androscoquin) Loan.....	425,000	6	"	"	1891	....
1st Mort. (Cleveland & Toledo)	819,000	7	April & Oct.	"	1886	103	Mansfield & Framing. (B.C. & F.)	300,000	7	Jan. & July.	Boston.	1889	95
2d Mort. ( " ) " " " " " "	200,000	7	Jan. & July.	"	1882	....	1st Mortgage, guaranteed.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
Mort. Bonds (Buffalo and Erie)	300,000	7	March & Sept.	"	1886	....	1st Mortgage, Sterling.....	2,450,000	7	"	Baltimore.	1891	105
Mort. Bonds ( " ) " " " " "	2,850,000	7	April & Oct.	"	1898	105	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1895	92
1st M. (Det't, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1878	101	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	70
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1887	83	4th Mortgage.....	2,004,000	8	April & Oct.	"	1905	....
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	1st Mort. (Scioto & Hock. Val.)	1,500,000	7*	Feb. & Aug.	New York.	1895	....
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888	97	Marquette, Houghton & Ontonagon:						
1st M. (Jamestown & Franklin)	443,000	7	June & Dec.	"	1894	....	1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	....
2d M. ( " ) " " " " " "	500,000	7	June & Dec.	"	1894	....	1st Mort. (Houghton and Ont.)..	2,000,000	8	Jan. & July.	"	1892	....
Lake Shore & Tuscarawas Valley:							Consolidated Mortgage.....	1,454,000	8-10	Various.	"	92-98	....
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	Massachusetts Valley (O. & P. R.):						
2d Mortgage, for \$1,000,000.....	696,000	7	"	"	1892	....	1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1876	90
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	Maryland and Delaware:						
Lake Superior & Mississippi:							1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
1st Mort. elk fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	43	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	Massillon & Clevel. (C.M. V. & D.)	100,000	7*	Jan. & July.	New York.	1890	....
Income Bonds.....	3,200,000	10	"	"	1902	....	1st Mortgage guaranteed, gold..	500,000	7*	Jan. & July.	New York.	1890	....
Lawrence (P. Ft. W. & Chi.):							1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....	Memphis and Charleston:						
Leavenworth, Atch. & N. West'n:							1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1890	....
1st Mort. guar. by Pac. of Mo.:	500,000	7	April & Oct.	New York.	1899	....	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
Leaven., Lawrence & Galveston:							Tennessee State Loan.....	1,314,142	6	"	"	....	....
1st Mort. elk fund conv. gold..	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	19	Income Bonds.....	600,000	10	March & Sept.	"	73-75	....
1st Mort. (K. O. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	Memphis and Little Rock:						
1st Mort. (Southern Kan.) guar.	180,000	8	June & Dec.	"	1891	....	1st Mortgage (Land Grant)....	1,300,000	8	May & Nov.	New York.	1890	....
Lehigh and Lackawanna:							2d Mortgage.....	1,000,000	8	"	"	....	....
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	Michigan Air Line (Mich. Cent.):						
Lehigh Valley:							1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	....
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	106	1st Mortgage, convertible.....	554,000	8	April & Oct.	Boston.	1882	....
2d Mortgage ( " ) reg....	6,000,000	7	March & Sept.	"	1910	109	1st Mortgage sinking fund conv.	1,517,000	8	"	"	1882	112
General Mort. for \$40,000,000.	5,000,000	6*	June & Dec.	"	1923	101	Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	100
General Mort., registered.....	5,000,000	6*	"	"	1922	100	1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890	90
Lewisb. Centre & Spruce C. (P. & E.)							Equipment Bonds for \$800,000..	600,000	8	Apr. and Oct.	N. Y. & Bos.	1883	....
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....	Michigan Lake Shore:						
Lexington & St. Louis (A. & P.):							1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
1st Mortgage gold.....	1,000,000	6*	June & Dec.	New York.	1899	....	1st Mort. assum'd by L.S. & M.S.	5,254,000	7	May & Nov.	New York.	1885	104
Little Miami:</													



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (Nor. Pacifc)	\$ 700,000	7*	Jan. & July.	New York.	1911	....	N.O., Jack. & Gt. N. (N.O. St. L. & C.)	\$ 3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed.							1st Mortgage.	1,500,000	8	April & Oct.	"	1890	....
Minnesota and North Western:							2d Mortgage for \$3,000,000.	3,000,000	7*	Jan. & July.	"	1912	....
1st Mort. gold, skg fd & tax free.	30,000pm	7*	Jan. & July.	Detroit.	1890	....	Consol. Mort. for \$3,000,000.						
Mississippi Cent. (N.O. St. L. & Chi.):							New Orleans, Mobile and Texas:						
1st Mortgage.	1,012,500	7	May & Nov.	New York.	'74-'84	....	1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
2d Mortgage.	2,000,000	8	Feb. & Aug.	"	1898	....	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	New York.	1915	....
General Mort. for \$3,000,000 gold.	3,708,400	7*	May & Nov.	"	1912	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1915	....
Mississippi, Ouachita & Red Riv.:							New York, Boston and Montreal:						
1st Mortgage gold.	2,040,000	7*	Jan. & July.	.....	1900	....	1st Mortgage for \$12,250,000.	6,017,500	7*	Feb. & Aug.	N. Y. or Lond.	1903	....
Mississippi and Tennessee:							New York & Canada (D. & H. C.):	4,000,000	6*	May & Nov.	London.	1904	....
1st Mortgage.	680,000	7	April & Oct.	Memphis.	1876	....	1st Mort. for \$200,000, guar.						
Consolidated Mortgage.	1,254,000	8	Jan. & July.	"	'81-'98	....	New York Central & Hudson R.:	5,934,626	6	May & Nov.	New York.	1883	....
Tennessee State Loan.	430,547	6	.....	"	.....	....	Debt Certificates (N. Y. Cent.)	1,514,000	7	Feb. & Aug.	"	1876	....
Mississippi Valley and Western:							Bonds for debt assm'd (N. Y. C.)	74,500	6	May & Nov.	"	1883	....
1st Mortgage \$20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for R. R. Stocks ( " )	592,000	6	"	"	1883	....
Missouri, Iowa and Nebraska:							Bonds for R. R. Stocks ( " )	162,000	6	"	"	1883	....
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....	Bonds for Real Estate ( " )	2,431,000	6	June & Dec.	"	1887	....
Missouri, Kansas and Texas:							Bonds of 1864 renewed ( " )	1,794,000	7	"	"	1885	....
1st Mort. (U. Pac. S. Br.) skg fund	4,220,000	6*	Jan. & July.	New York.	1899	....	2d Mort. (Hudson River) S. F.	1,950,000	7	April & Oct.	"	1891	....
1st Mort. (Teb. & Neosho) S. F.	382,000	7*	June & Dec.	"	1905	....	Bonds of 1871, tax free.	3,904,000	7	Jan. & July.	"	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	62 1/2	1st Mort., coup. 1 for \$30,000,000	9,733,333	6*	"	London.	1903	....
Additional Consol. Mort.	2,500,000	7	"	"	1905	....	1st Mort., reg'd 1 for \$2,000,000						
Further Add. Consol. Mort.	600,000	7	"	"	1906	....	New York and Harlem:						
Missouri River, Ft. Scott & Gulf:							Consolidated Mortgage of 1863.	103,000	6	Feb. & Aug.	New York.	1893	....
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	55	Sinking Fund Mortgage of 1861.	108,899	7	Jan. & July.	"	1881	....
2d Mortgage.	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....	Consol. Mort. of 1872, coupon.	4,822,000	7	May & Nov.	"	1900	....
Mobile and Girard.							Consol. Mort. of 1872, reg.				"	1900	....
1st Mortgage.	377,500	7	Jan. & July.	Savannah.	1876	....	N. York, Housatonic & Northern:						
2d Mortgage.	300,000	8	"	New York.	1889	....	1st Mortgage.	240,000	7*	April & Oct.	New York.	1902	....
Plain bonds.	33,500	8	"	Savannah.	1887	....	New York, Kingston & Syracuse:	2,500,000	7*	Jan. & July.	New York.	1902	....
Mobile and Montgomery:							1st Mort. for \$4,000,000.	1,000,000	7	.....	New York.	1903	....
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....	New York, N. Haven & Hartford:						
2d Mortgage.	800,000	8	"	"	1900	....	1st Mort. (Hartford & Portchester)						
Mobile and Ohio:							New York and Oswego Midland:	8,000,000	7*	Jan. & July.	New York.	1894	....
1st Mortgage Sterling.	5,686,000	6*	May & Nov.	Mob. & Lond.	1883	....	1st Mortgage gold, tax free.	2,500,000	7	May & Nov.	"	1895	....
Inter. bonds.	1,524,300	8	"	Mobile.	'76-'83	....	2d Mortgage convertible.	1,500,000	7	"	"	1896	....
Sterling Interest bonds.	769,920	6*	"	London.	1883	....	2d Mortgage non-convertible.	3,800,000	7	"	"	....	....
Tennessee Substitution Bonds.	1,688,000	7*	Jan. & July.	N. Y. & Lond.	1901	....	3d Mort., Equipment.	2,425,000	7	"	"	....	....
Special Mo. T. (Gainesville Br'h)	63,000	8	May & Nov.	Mobile.	1877	....	1st Mort. (West. Extension)	1,200,000	7	"	"	....	....
2d Mortgage.	1,468,868	8	March.	"	1877	....	Consolidated Mortgage.						
Consol. Mort. 1 1/2% \$15,000,000		7*	Jan. & July.	N. Y. & Lond.	1904	....	New York, Providence & Boston:						
Convertible 5 per cent. bonds.	977,550	8	M. J. S. & D.	New York.	....	....	1st Mortgage.	76,000	6	Feb. & Aug.	New York.	1878	....
Montclair (N. Y. and O. Mid.):							Improvement Bonds.	100,000	7	Jan. & July.	"	1876	....
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....	Extension Bonds.	250,000	6	May & Nov.	"	'78-'81	....
2d Mortgage.	780,000	7	.....	"	....	....	General Mort. for \$1,000,000.	387,000	7	Jan. & July.	"	1899	....
Income Mortgage.	888,400	7	.....	"	....	....	Norfolk & Petersburg (A. M. & O.):						
Montgomery and Erie (Erie):							1st Mortgage.	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage.	127,000	7	May & Nov.	New York.	1883	....	1st Mortgage.	157,000	7	"	"	1877	....
2d Mortgage.	47,000	7	April & Oct.	"	1887	....	2d Mortgage.	458,000	8	"	Norfolk.	1893	....
Montgomery and Eufaula:							North Carolina:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	1st Mortgage.	375,000	8	May & Nov.	Co's Shops, N.C.	1878	....
1st Mortgage not endorsed.	330,000	8	June and Dec.	"	1900	....	North Eastern (S. Car.):						
Monticello and Port Jervis:							1st Mortgage.	820,000	8	March & Sept.	Charleston.	1899	....
1st Mortgage gold, tax free.	500,000	7*	J. A. J. & O.	New York.	1890	....	2d Mortgage.	226,600	8	"	"	1899	....
Morris and Essex (D. L. & W.):							North Missouri (St. L., K. C. & N. Y.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	115 1/2	1st Mortgage.	3,000,000	7	Jan. & July.	New York.	1895	95
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	"	1891	110	North Pennsylvania:						
Convertible bonds.	354,600	7	Jan. & July.	"	1900	108	1st Mortgage.	1,930,500	6	Jan. & July.	Philadelphia.	1885	....
Construction bonds.	578,000	7	Feb. and Aug.	"	1889	103	2d Mortgage.	1,500,000	7	May & Nov.	"	1896	....
Gen'l M. (1st on Bonton Br.) gr.	4,821,000	7	April & Oct.	"	1901	106	3d Mortgage.	360,000	10	April & Oct.	"	1877	....
Special Mortgage.	1,029,000	7	"	"	1901	....	Chattel Mortgage.	436,500	7	Jan. & July.	"	1903	106 1/2
Consol. mort. for \$25,000,000 guar.	3,000,000	7	June & Dec.	"	1915	107	General Mortgage.						
Nashville, Chattanooga & St. Louis:							North Shore (Flush., N. S. & Cent.):						
1st Mort. endorsed by Tenn.	1,450,000	6	Jan. & July.	New York.	'74-'83	82 1/2	1st Mortgage.	155,000	7	Feb. & Aug.	New York.	1887	....
2d Mortgage.	1,000,000	4	"	"	'81-'91	....	Northern Central:						
New Mortgage.	5,900,000	7	"	"	1913	....	1st Mortgage, Md. State loan.	1,500,000	8	J. A. J. & O.	Annapolis.	Irred.	....
Nashville and Decatur (L. & N.):							2d Mortgage S. F. Coupon.	1,490,000	6	Jan. & July.	Baltimore.	1885	....
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	59	3d Mortgage Coupon.	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....
2d Mortgage gold.	500,000	6*	April & Oct.	Nashville.	1887	....	3d Mort. (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	....
Naugatuck:							Income conv. coupon.	1,000,000	7	April & Oct.	Harrisburg.	1880	....
1st Mortgage.	102,000	7	Jan. & July.	Bridgeport.	1876	....	Income coupon.	3,000,000	7	Jan. & July.	"	1922	70
Newark & New York (C. of N. J.):							Consol. Mort. coupon.	2,599,000	6*	"	Baltimore.	1900	....
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....	Consol. Mort. registered.	205,000	6*	April & Oct.	"	1900	....
Newark, Somerset & Stratsville:							Consol. General Mort. S. F.	2,964,000	6*	Jan. & July.	Lond. & Balt.	1904	....
1st Mortgage gold.	890,000	7*	May & Nov.	New York.	1889	97 1/2	Northern New Jersey (Erie):						
New Bedford:							1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey City.	1878	....
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98 1/2	Northern Pacific:						
New Issue for \$300,000.	400,000	7	"	"	1894	105	1st Mort. on R. R. & lands gold.	30,067,600	7 3/4	Jan. & July.	New York.	1900	16 1/2
New Haven and Derby:							Northwestern Virginia:						
1st Mortgage.	525,000	7	Various.	New Haven.	'98-'00	....	3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	100 1/2
New H. Middle'n & Willman:							Northwestern Union (C. & N. W.):						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....	1st Mortgage.	3,500,000	7*	.....	New York.	....	....
2d Mortgage.	2,000,000	7	.....	"	1881	....	Norwich & Worcester (B. H. & R.):						
New Haven and Northampton:							1st Mort. Mass. Loan, skg. fd.	400,000	6*	Jan. & July.	Boston.	1877	....
1st Mortgage.	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	Construction Bonds.	150,000	7	"	"	1877	....
Convertible bonds, tax free.	750,000	6	April & Oct.	"	'80-'82	....	Nyack and Northern:						
H													



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:							Philadelphia, Wilmington & Balt.						
Plain Bonds .....	1,000,000	6	March & Sept.	Boston.	1876	102	Mortgage Loan, convertible ....	290,000	6	Jan. & July.	Phila. & Bost.	1884	101 1/2
Plain Bonds .....	32,000	5	"	"	1884	99 1/2	Loan of 1866.....	161,000	6	April & Oct.	"	1876	....
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	101	Loan of 1867.....	1,000,000	6	"	"	1887	101 1/2
New Bonds for \$3,000,000.....	1,692,000	7	March & Sept.	"	1884	108 1/2	Loan of 1872.....	700,000	6	"	"	1892	....
Cape Cod Railroad Bonds.....	265,500	7	Feb. and Aug.	"	1881	105 1/2	Loan of 1875.....	639,000	6	"	"	1900	....
Omaha and Northwestern:							Pickering Valley (Phila. & Rdg):						
1st Mort. Land Grant, Gold.....	16,000 pm	7.3	Jan. & July.	New York.	1901	....	1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	....
Omaha and Southwestern:							Pittsburg, Chic. & St. Louis (Pa.):						
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1896	90	1st Mort. (Col. & Newark Div.).....	775,000	7	Jan. & July.	Philadelphia.	1880	....
Orange, Alex. and Manassas—							1st Mort. (Steub. & Ind.) conv.....	3,000,000	6	Monthly.	New York.	1884	80 1/2
See Wash. C. Va. Mid. & Gt. So.							Consol. Mortgage for \$10,000,000.....	6,222,000	7	Feb. & Aug.	Philadelphia.	1888	82
Oregon and California:							Consolidated 2d Mortgage.....	5,000,000	7	April & Oct.	"	1913	....
1st Mortgage gold.....	10,950,000	7*	April & Oct.	New York.	....	....	Pittsburg, Ft. Wayne & Chicago:						
Ossage Valley & Southern Kansas:							1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	119 1/2
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
Oshkosh & Miss. (C. M. & S. P.):							1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
Oswego and Rome (B. W. & O.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series G).....	880,000	7	Jan. & July.	"	1912	119 1/2
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series H).....	880,000	7	Feb. & Aug.	"	1912	....
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series I).....	880,000	7	March & Sept.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series J).....	880,000	7	April & Oct.	"	1912	....
1st Mortgage guar. by C. B. & Q.	1,131,000	8	Jan. & July.	N. Y. & Bost.	1900	106	2d Mortgage (Series K).....	880,000	7	May & Nov.	"	1912	....
Owensboro' and Russellville:							2d Mortgage (Series L).....	880,000	7	June & Dec.	"	1912	....
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series M).....	880,000	7	April & Oct.	"	1912	106 1/2
Pacific of Missouri (Atl. & Pac.):							3d Mortgage.....	2,000,000	7	Jan. & July.	New York.	1887	....
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug.	New York.	1888	91	Equipment bonds of Jan. 1, '70	100,000	7	March & Sept.	"	1884	....
2d Mortgage sinking fund.....	2,904,000	7	Jan. & July.	"	1891	77	Pittsburg, Va. and Charleston:						
Income Bonds.....	1,500,000	7	Mar. and Sept.	"	1892	....	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
St. Louis County Debt.....	700,800	7	Monthly.	St. Louis.	1886	....	Pittsburg, Wash. & Baltimore:						
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	1st Mort. (Pittsb. & Conn.)ville.....	4,000,000	7	Jan. & July.	Baltimore.	1898	101 1/2
1st Mort. (Carondelet Branch).....	500,000	6*	April & Oct.	"	1893	....	2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Leav. Atch. & N. W.)	500,000	6*	"	"	1889	....	1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
1st Mort. (Lex. & St. Louis) gold	900,000	6*	June & Dec.	"	1899	....	Real Estate Mortgage.....	100,000	6	"	Baltimore.	1883	....
Paducah and Memphis:							Plymouth, Kankakee & Pacific:						
1st Mortgage gold for \$2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....	1st Mortgage for \$3,800,000.....	20,000 pm	7*	Jan. & July.	New York.	1901	....
Panama:							Port Huron and Lake Michigan:						
General Mortgage, stig £597,800.	2,889,330	7*	April & Oct.	London.	1897	....	1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York.	1899	....
Paris and Decatur:							Portland & Ogdensb. (Me. & N. H.):						
1st Mortgage gold, S. F.....	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....	1st Mort. (Maine Section) gold.....	800,000	6*	Jan. & July.	Boston.	1900	....
Paterson and Newark (Erie):							Consol. Mort. gold, for \$3,300,000	149,000	6*	May & Nov.	"	1901	50 1/2
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Portland and Ogdensburg (Vt.):						
Pekin, Linc. & Decatur (T. W. & W.):							1st Mortgage gold, for \$2,300,000	1,200,000	6*	May & Nov.	N. Y. & Bost.	1891	40
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	60	Portland and Oxford Central:						
Pemberton & Hights (U. C. of N. J.):							1st Mortgage of 1883.....	250,000	6	Jan. & July.	Portland.	1883	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	100	Portland and Rochester:						
Peninsular (Mich.) Railway:							1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage gold (S. F.) 1st series	1,800,000	7*	May & Nov.	N. Y. or Lond.	1899	....	1st Mortgage (equal lien).....	100,000	7	April & Oct.	"	1887	....
1st Mortgage gold (S. F.) 2d series	979,000	7*	"	"	1900	....	2d Mort. (Portland Loan).....	396,500	6	Mar. & Sept.	"	1891	....
Pennsylvania:							Port Royal (S. C.):						
1st Mort. (Harris'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	108	1st Mortgage gold, skg f'd.....	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
General Mortgage.....	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	104 1/2	1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	"	"	1889	....
General Mortgage, registered.....	29,280,000	6*	Jan. & July.	London.	1910	108	Portsmouth, Gt. Falls & Conway:						
Consolidated Mortgage.....	5,007,360	5	April & Oct.	Philadelphia.	1878-90	99 1/2	1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1863	40
State lien for \$7,500,000, skg f'd							Poughkeepsie and Eastern:						
Pennsylvania Coal:							1st Mort. gold, conv. & tax free..	644,500	7*	Jan. & July.	New York.	1910	....
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	....	2d Mortgage.....	78,000	7	"	"	....	....
Pennsylvania and Delaware:							Providence and Worcester:						
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	1st Mortgage.....	800,000	6	Jan. & July.	Providence.	1890	....
2d Mortgage.....	519,000	7	April & Oct.	"	1903	....	Stoughton Branch bonds.....	1,000,000	6	"	"	....	....
Pennsylvania & New York (L. V.):							Quincy, Alton and St. Louis:						
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	110	1st Mortgage gold.....	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
1st Mortgage guaranteed.....	1,500,000	7	"	"	1906	....	Quincy and Palmyra:						
Peoria & Bureau Val (C. R. L. & P.):							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
1st Mortgage guaranteed.....	800,000	8	Jan. & July.	New York.	1877	....	Quincy and Toledo (T. W. & W.):						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	50
1st Mortgage, traffic guaranteee..	571,000	8	Jan. & July.	Boston.	1878	104	Quincy & Warsaw (C. B. & Q.):						
Peoria, Pekin and Jacksonville:							1st Mortgage, guaranteed.....	756,000	8	Jan. & July.	Boston.	1890	106 1/2
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	Reading and Columbia (P. & R.):						
2d Mort. conv. and tax free.....	1,000,000	7	April & Oct.	"	1900	....	1st Mort., Coupon, guaranteed..	650,000	7	March & Sept.	New York.	1882	96
Peoria and Rock Island:							2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. gold, conv. & tax free..	1,500,000	7*	Feb. & Aug.	N. Y. & Lond.	1900	....	Rensselaer and Saratoga:						
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....	2d Mortgage.....	300,000	7	Jan. & July.	Troy.	1880	120
Perkiomen (Phila. and Rdg):							3d Mortgage.....	150,000	7	"	"	1887	....
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	87	1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
Petersburg:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	"	1900	....
1st Mortgage (Installments).....	341,500	8	Jan. & July.	New York.	1902	98 1/2	1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	"	1894	....
2d Mortgage.....	500,000	8	"	"	1902	....	Consol. Mort. for \$2,000,000.....	1,925,000	7	May and Nov.	"	1921	92
Philadelphia and Baltimore Cent:							Richmond and Danville:						
1st Mortgage (Penn. Div. 384 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	Virginia State Loan, skg fund..	800,000	6	Jan. & July.	Richmond.	1880	....
2d Mortgage (Md. Div. 94 m.).....	300,000	6	"	"	1891	....	Virginia State guar. bonds.....	157,800	6	"	"	1875	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	"	"	1900	....	1st Mort. (Piedmont Branch)....	500,000	8	"	"	1889	....
Philadelphia and Erie (Penn.):							1st Mort. (Northwestern, N. C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	1878-90	72 1/2
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	102 1/2	Consolidated Mortgage.....						



## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	848,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,486,333	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	87,000	7	"	New York.	'82-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	"	1902	....
2d Mort. ( " ).....	17,500	6	"	"	1879	....	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island).....	115,000	6	June & Dec.	"	1876	....	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	"	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	75,000	6	Jan. & July.	"	'80-'92	....
1st Mort. (E. D.) gold tax free.....	1,500,000	6*	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M. (W.D.) land grant, g'd tax fr	5,500,000	6*	"	"	1900	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
St. Joseph and St. Louis:							2d Mort.	200,000	7	"	"	1889	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg f'd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	115	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f'd. (Series B).....	1,100,000	7	April & Oct.	"	1894	106	South and North Alabama.						
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	1894	92	1st Mort. endor. by Ala. gold...	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894	....	Sterling Mort., guar. by L. & N.	2,100,000	...	May & Nov.	London.	....	....
2d Mortgage Income (Series E).....	1,700,000	7	"	"	1884	69	South Pacific (Atl. and Pac.):						
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	1st Mortgage gold, assumed....	7,188,500	6*	Jan. & July.	New York.	1888	67 1/2
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	100	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81	99 1/2
2d Mort. ( " ).....	6,000,000	7*	May & Nov.	"	1897	75 1/2	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas Br'h).....	2,500,000	7*	June & Dec.	"	1897	....	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort. (Cairo, Ark. & Tex.).....	1,500,000	7*	"	"	1897	....	2d preferred bonds.....	621,000	6	"	"	'84-'90	....
Consolidated Mortgage.....	1,500,000	7	"	"	1899	....	3d preferred bonds.....	452,800	6	"	"	'84-'90	....
St. Louis, Jacksonville & Chicago:							Southern Central (N.Y.):						
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv....	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	....	2d Mortgage.....	600,000	7*	March & Sept.	"	1882	108
St. Louis, Kansas City & Northern:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri).....	6,000,000	7	Jan. & July.	New York.	1895	88 1/2	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Real estate & 2d M. for \$3,000,000	998,000	7	March & Sept.	"	1899	....	Southern of L. L.:						
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	2d Mort., Sinking Fund.....	1,500,000	7	May & Nov.	"	....	80
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd. conv	1,000,000	7	"	"	1896	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st Mort. (Evans, Hen. & Nash).....	1,000,000	7	Jan. & July.	"	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	1st Mortgage gold for \$28,000,000.	11,000,000	6*	April & Oct.	New York.	....	....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1898	....	South Western (Gen. of Ga.):						
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	1st Mortgage, various conv....	391,000	7	various.	Macon.	'72-'88	....
St. Paul and Iowa Southwestern:							1st Mortgage (Muscoogee) conv..	300,000	7	"	"	'72-'76	....
1st Mortgage.....	4,500,000	7*	May & Nov.	.....	1903	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	"	1892	....	Springfield, Athol & Northeastern:						
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	Springfield & Illinois S. Eastern:						
2d M. (do.) R.R. & Lands.	8,500,000	7*	"	"	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
General Mortgage for \$15,000,000	.....	7*	"	"	....	....	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
St. Paul, Stillwater & Taylor's F.:							Springfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund....	500,000	7*	Feb. & Aug.	New York.	1901	....
Salem (West Jersey):							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Salem and Lowell (B. & L.):							Stanstead, Shefford and Chambly:						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	97	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	43
Sand. Mansfield & Newark (B. & O.):							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	101 1/2	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Saratoga & Whitehall (R. & S.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Sullivan and Erie:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Summit Branch:						
Savannah and Charleston:							1st Mortgage.....	600,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	85
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Sunbury and Lewiston:						
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Funded Interest bonds, guar....	111,800	7	"	New York.	1889	....	Income Mort. gold.....	200,000	6*	"	"	1891	....
Savannah, Griffin & North Ala.:							Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage for \$500,000 guar....	182,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Savannah and Memphis:							Syracuse, Bing. & N.Y. (D.L. & W.):						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schenectady & Susq. (D. & H. Can.):							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Schoolcraft & Three R. (LS & MS):							1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Tebo and Neosho (M. K. & T.):						
Seaboard and Roanoke:							1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Terre Haute & Indianapolis:						
Seima and Gulf:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Bonds of 1873 for \$1,600,000.....	516,000	7	"	"	1894	....
Seima, Marion and Memphis:							Texas and Pacific:						
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	1st Mortgage S. F. Gold.....	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Seima, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,350,000	7	Jan. and July.	.....	1908	60 1/2
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	"	"	1881	....	1st Mortgage (Eastern Div.)....	1,600,000	7	June & Dec.	New York.	1894	83
Shamokin Valley & Pottav. (N.C.):							1st Mortgage (Western Div.)....	1,800,000	7	Feb. and Aug.	"	1896	80
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	101 1/2	2d Mort. conv. ( " ).....	1,300,000	7	April & Oct.	"	1886	45
Shelby and Fond du Lac:							Equipment Mort. sinking fund..	94,000	8	Jan. & July.	"	1879	....
1st Mortgage.....	720,000	7	June & Dec.	New York.</									



## AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):							Western Maryland:						
1st Mortgage skg fund, guar....	\$9,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	90
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	104
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " " " "	300,000	6	"	"	1890	104
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co..	300,000	6	"	"	1890	100
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	"	"	1890	92
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	104
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	6a	Jan. and July.	New York.	1890	99
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	80
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1896	....
Union Pacific:							General Mortgage.....	1,200,000	7	"	"	....	....
1st Mortgage gold, tax free.....	27,236,000	6a	Jan. & July.	N. Y. & Bos.	'96-'99	104	Western Union (Chl., M. & St. P.):						
1st Mort. Land Grant.....	7,632,000	7	Apr. and Oct.	"	1887	99	1st Mortgage for \$5,000,000....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	....	West Jersey:						
3d Mortgage (Sinking Fund).....	14,400,000	8	March & Sept.	New York.	1894	91	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	84
Omaha Bridge B'ds, stg \$200,000	2,500,000	8a	Apr. and Oct.	London.	1890	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	102
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,000,000	6a	May and Nov.	New York.	1895	....	1st Mort. (Swedesboro) guar.....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subsidy).....	1,000,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	....	2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	95
Union Pacific, S. Br. (M.K. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	1899	104
1st Mortgage gold, skg fund.....	3,220,000	6a	Jan. & July.	New York.	1899	....	West Wisconsin:						
Union & Titusville (O.C. & A. Riv.):							1st Mort. land gr., gold skg fund	3,900,000	7a	Jan. and July.	N.Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	60	1st Mort. (Southern Extension).	640,000	7a	"	"	1902	....
United N. J. R. R. & Canal Cos:							White Water Valley:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	100	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Sterling Loan £369,200 (U. Co's)	1,848,000	5a	"	London.	1894	....	Wico Mico and Pocumoke:						
Sterling Loan £360,000 ( " )	1,800,000	5a	"	"	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1894 St. Fund ( " )	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro:						
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
3d to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	London.	1880	....	Wilmington, Colum. & Augusta:						
Sterling S.F. £262,000 (C. & Am.)	1,310,000	6a	Feb. and Aug.	London.	1880	....	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	40
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	102	Wilmington and Reading:						
Loan of 1889 ( " )	868,000	6	June & Dec.	Princeton.	1889	100	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	45
Mort. Loan ( " )	5,000,000	6	May and Nov.	Philadelphia.	1889	103	2d Mortgage coupon or regis.	1,700,000	7	Jan. and July.	"	1902	40
Loan of '78 (N.J. R.R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1875	....	Wilmington and Weldon:						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Sterling Bonds.....	648,700	6a	Jan. and July.	London.	1881	....
Utah Central:							Sterling Bonds.....	221,400	7a	May and Nov.	"	1886	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sinking Fund gold, Bonds.....	749,000	7a	Jan. and July.	New York.	1896	104
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage.....	500,000	7.3	J. A. J. & G. Phil. & Wilm.	1892	....	....
Utica and Black River:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	97
Bonds of 1871 (2d issue).....	675,000	7	"	"	1891	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	70
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,875,000	7a	June & Dec.	"	1906	....
1st Mortgage, Sterling.....	1,500,000	7.3	Jan. & July.	London.	1902	....	Wisconsin Central:						
Vermont Cent.—See Central Vt.							1st M. L. G. gold S. F. \$25,000pm	4,618,500	7a	Jan. and July.	Boston.	1901	50
Vermont and Massachusetts:							Worcester (Md.):						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	100	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	104	Worcester and Nashua:						
Convertible bonds.....	150,000	7	"	"	1881	103	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vicksburg and Meridian:							Plain Bonds.....	185,300	6	Various.	"	'81-'87	....
General (1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1898	107
2d series (blue).....	850,000	7	"	"	1890	....	CANAL BONDS.						
3d series (black).....	138,000	7	"	"	1890	....	Chesapeake and Delaware:						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	94
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....	Chesapeake and Ohio:						
Vineyard:							Sterling Loan guaranteed.....	4,875,000	5a	J. A. J. & O.	London.	1890	....
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	114
Virginia & Tennessee (A.M. & O.):							Delaware Division (L.C. & N.):						
Enlarged Mortgage.....	990,000	6	Jan. and July.	N.Y. & Lynch.	1884	70	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	97
4th Mortgage.....	870,000	8	March & Sept.	"	1900	71	Delaware and Hudson:						
Registered Certificates.....	118,295	8	Jan. and July.	"	1875	....	1st Mort. (1st series, Nov. 1, '87	1,500,000	7	May and Nov.	New York.	1877	105
Funded Interest.....	226,300	8	"	"	1880	....	regis. 2d series, July 1, 1889	3,500,000	7	Jan. and July.	"	1884	109
Income Mortgage (fundable).....	93,500	8	"	"	1886	....	tered. (3d series, Jan. 1, 1871	3,500,000	7	"	"	1891	116
Walkill Valley (Erie):							Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	109
1st Mortgage gold, tax free.....	810,500	7a	Apr. and Oct.	New York.	1901	....	Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
Warren (D. L. & W.):							Lehigh Coal and Navigation:						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	96
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	....	Convertible Bonds.....	41,550	6	"	"	1882	96
Warren & Franklin (O.C. & Allr.):							Convertible Loan, gold.....	794,000	6a	March & Sept.	"	1894	103
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	87	1st Mortgage, registered.....	5,381,933	6	J. A. J. & O.	"	1884	103
Warwick Valley (Erie):							1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	103
Wasatch and Jordan Valley:							Mortgage (equip.) Loan, gold.....	4,692,500	6a	June & Dec.	"	1897	103
1st Mortgage.....	150,000	9a	May and Nov.	New York.	1893	....	Consolidated Mortgage.....	1,063,000	7	"	"	1911	106
Washington City, Va. Mid. & Gt. So:							Greenwood Mortgage Loan.....	744,000	6	Feb. and Aug.	"	1892	99
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	84	Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
2d Mort. ( " )	350,000	7	"	"	1891	....	Monongahela Navigation:						
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	91	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
2d Mort. ( " )	1,200,000	6	Jan. and July.	"	1876	71	Morris (and Banking):						
3d Mort. ( " )	600,000	8	May and Nov.	"	1873	64	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
4th Mort. ( " )	700,000	8	March & Sept.	"	1880	50	Boat Loan, sinking fund.....	236,985	7	Apr. and Oct.	"	1899	101
Funded Coupons (do.)	722,684	....	"	"	....	....	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
1st Mort. (Lynchburg & Danville)	621,000	....	Apr. and Oct.	"	1896	....	Pennsylvania:						
Virginia State Loan.....	249,962	7	Jan. and July.	"	'92-'93	....	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	70
Washington and Ohio:							1st Mortgage (W. Val. Can.)...	600,000	6	"	"	1878	....
1st Mort. (Alex., Lou. & Ham.)	47,000	7	May and Nov.	New York.	1898	....	Schuylkill Navigation (Ph. & Rdg.)						
1st Mortgage for \$9,000,000.....	255,560	7a	Apr. and Oct.	"	1901	....	1st Mortgage.....	1,714,380	6	March & Sept.	Philadelphia.	'82-'07	79
Westchester and Philadelphia:							2d Mortgage.....	8,990,392	6	Jan. and July.	"	'82-'07	....
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	107	Improvement bonds.....	268,000	6	May and Nov.	"	1920	50
Western North Carolina:							Boat and Car Loan.....	756,650	6	"	"	1913	79
1st Mortgage.....	850,000	8	Jan. and July.	"	1890	....	Boat and Car Loan.....	621,600	7	"	"	1915	74
Western of Alabama:							Coupon Bonds.....	1,200,000	6	Jan. and July.	"	1895	95
1st Mortgage (Western R.R.)...	800,000	8	Apr. and Oct.	New York.	1888	....	Susquehanna and Tide Water:						
2d Mortgage (M. & W. Point R.R.)	750,000	8	"	"	1881	....	2d Mortgage (Maryland Loan)...	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	....
3d Mortgage (consols guar.).....	1,188,000	8	"	"	1900	....	3d Mortgage (Susqueh. Canal)	1,811,000	6	"	"	1878	80
4th Mortgage.....	802,900	8	Various.	"	Var.	....	Prof. Int. B'ds ( " )	324,910	6	"	"	1894	85
Western Union Telegraph:							Union:						
1st Mortgage.....	4,448,900	7	May and Nov.	New York.	1875	....	1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia.	1888	....
Real Estate Bonds, Sinking Fund.	1,486,000	7a	"	"	1902	....	West Branch & Susque. (Penn.):						
Bonds (S. F.) Conv. till May '85	4,000,000	7	"	"	1900	99	1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia.	1874	....
Sterling Bonds, Sinking Fund...	1,090,000	6a	March & Sept.	London	1900	....	2d Mortgage.....	298,000	6	"	"	1886	....



2



[illegible]



Rolling Stock	Operations	Earnings	Value
A tract of General Balance Sheet			
Railroad			

[illegible]



Dec. 31, 1874	18.1	27.9	41.1	48.9	52.9	56.9	60.9	64.9	68.9	72.9	76.9	80.9	84.9	88.9	92.9	96.9	100.9	104.9	108.9	112.9	116.9	120.9	124.9	128.9	132.9	136.9	140.9	144.9	148.9	152.9	156.9	160.9	164.9	168.9	172.9	176.9	180.9	184.9	188.9	192.9	196.9	200.9	204.9	208.9	212.9	216.9	220.9	224.9	228.9	232.9	236.9	240.9	244.9	248.9	252.9	256.9	260.9	264.9	268.9	272.9	276.9	280.9	284.9	288.9	292.9	296.9	300.9	304.9	308.9	312.9	316.9	320.9	324.9	328.9	332.9	336.9	340.9	344.9	348.9	352.9	356.9	360.9	364.9	368.9	372.9	376.9	380.9	384.9	388.9	392.9	396.9	400.9	404.9	408.9	412.9	416.9	420.9	424.9	428.9	432.9	436.9	440.9	444.9	448.9	452.9	456.9	460.9	464.9	468.9	472.9	476.9	480.9	484.9	488.9	492.9	496.9	500.9	504.9	508.9	512.9	516.9	520.9	524.9	528.9	532.9	536.9	540.9	544.9	548.9	552.9	556.9	560.9	564.9	568.9	572.9	576.9	580.9	584.9	588.9	592.9	596.9	600.9	604.9	608.9	612.9	616.9	620.9	624.9	628.9	632.9	636.9	640.9	644.9	648.9	652.9	656.9	660.9	664.9	668.9	672.9	676.9	680.9	684.9	688.9	692.9	696.9	700.9	704.9	708.9	712.9	716.9	720.9	724.9	728.9	732.9	736.9	740.9	744.9	748.9	752.9	756.9	760.9	764.9	768.9	772.9	776.9	780.9	784.9	788.9	792.9	796.9	800.9	804.9	808.9	812.9	816.9	820.9	824.9	828.9	832.9	836.9	840.9	844.9	848.9	852.9	856.9	860.9	864.9	868.9	872.9	876.9	880.9	884.9	888.9	892.9	896.9	900.9	904.9	908.9	912.9	916.9	920.9	924.9	928.9	932.9	936.9	940.9	944.9	948.9	952.9	956.9	960.9	964.9	968.9	972.9	976.9	980.9	984.9	988.9	992.9	996.9	1000.9	1004.9	1008.9	1012.9	1016.9	1020.9	1024.9	1028.9	1032.9	1036.9	1040.9	1044.9	1048.9	1052.9	1056.9	1060.9	1064.9	1068.9	1072.9	1076.9	1080.9	1084.9	1088.9	1092.9	1096.9	1100.9	1104.9	1108.9	1112.9	1116.9	1120.9	1124.9	1128.9	1132.9	1136.9	1140.9	1144.9	1148.9	1152.9	1156.9	1160.9	1164.9	1168.9	1172.9	1176.9	1180.9	1184.9	1188.9	1192.9	1196.9	1200.9	1204.9	1208.9	1212.9	1216.9	1220.9	1224.9	1228.9	1232.9	1236.9	1240.9	1244.9	1248.9	1252.9	1256.9	1260.9	1264.9	1268.9	1272.9	1276.9	1280.9	1284.9	1288.9	1292.9	1296.9	1300.9	1304.9	1308.9	1312.9	1316.9	1320.9	1324.9	1328.9	1332.9	1336.9	1340.9	1344.9	1348.9	1352.9	1356.9	1360.9	1364.9	1368.9	1372.9	1376.9	1380.9	1384.9	1388.9	1392.9	1396.9	1400.9	1404.9	1408.9	1412.9	1416.9	1420.9	1424.9	1428.9	1432.9	1436.9	1440.9	1444.9	1448.9	1452.9	1456.9	1460.9	1464.9	1468.9	1472.9	1476.9	1480.9	1484.9	1488.9	1492.9	1496.9	1500.9	1504.9	1508.9	1512.9	1516.9	1520.9	1524.9	1528.9	1532.9	1536.9	1540.9	1544.9	1548.9	1552.9	1556.9	1560.9	1564.9	1568.9	1572.9	1576.9	1580.9	1584.9	1588.9	1592.9	1596.9	1600.9	1604.9	1608.9	1612.9	1616.9	1620.9	1624.9	1628.9	1632.9	1636.9	1640.9	1644.9	1648.9	1652.9	1656.9	1660.9	1664.9	1668.9	1672.9	1676.9	1680.9	1684.9	1688.9	1692.9	1696.9	1700.9	1704.9	1708.9	1712.9	1716.9	1720.9	1724.9	1728.9	1732.9	1736.9	1740.9	1744.9	1748.9	1752.9	1756.9	1760.9	1764.9	1768.9	1772.9	1776.9	1780.9	1784.9	1788.9	1792.9	1796.9	1800.9	1804.9	1808.9	1812.9	1816.9	1820.9	1824.9	1828.9	1832.9	1836.9	1840.9	1844.9	1848.9	1852.9	1856.9	1860.9	1864.9	1868.9	1872.9	1876.9	1880.9	1884.9	1888.9	1892.9	1896.9	1900.9	1904.9	1908.9	1912.9	1916.9	1920.9	1924.9	1928.9	1932.9	1936.9	1940.9	1944.9	1948.9	1952.9	1956.9	1960.9	1964.9	1968.9	1972.9	1976.9	1980.9	1984.9	1988.9	1992.9	1996.9	2000.9	2004.9	2008.9	2012.9	2016.9	2020.9	2024.9	2028.9	2032.9	2036.9	2040.9	2044.9	2048.9	2052.9	2056.9	2060.9	2064.9	2068.9	2072.9	2076.9	2080.9	2084.9	2088.9	2092.9	2096.9	2100.9	2104.9	2108.9	2112.9	2116.9	2120.9	2124.9	2128.9	2132.9	2136.9	2140.9	2144.9	2148.9	2152.9	2156.9	2160.9	2164.9	2168.9	2172.9	2176.9	2180.9	2184.9	2188.9	2192.9	2196.9	2200.9	2204.9	2208.9	2212.9	2216.9	2220.9	2224.9	2228.9	2232.9	2236.9	2240.9	2244.9	2248.9	2252.9	2256.9	2260.9	2264.9	2268.9	2272.9	2276.9	2280.9	2284.9	2288.9	2292.9	2296.9	2300.9	2304.9	2308.9	2312.9	2316.9	2320.9	2324.9	2328.9	2332.9	2336.9	2340.9	2344.9	2348.9	2352.9	2356.9	2360.9	2364.9	2368.9	2372.9	2376.9	2380.9	2384.9	2388.9	2392.9	2396.9	2400.9	2404.9	2408.9	2412.9	2416.9	2420.9	2424.9	2428.9	2432.9	2436.9	2440.9	2444.9	2448.9	2452.9	2456.9	2460.9	2464.9	2468.9	2472.9	2476.9	2480.9	2484.9	2488.9	2492.9	2496.9	2500.9	2504.9	2508.9	2512.9	2516.9	2520.9	2524.9	2528.9	2532.9	2536.9	2540.9	2544.9	2548.9	2552.9	2556.9	2560.9	2564.9	2568.9	2572.9	2576.9	2580.9	2584.9	2588.9	2592.9	2596.9	2600.9	2604.9	2608.9	2612.9	2616.9	2620.9	2624.9	2628.9	2632.9	2636.9	2640.9	2644.9	2648.9	2652.9	2656.9	2660.9	2664.9	2668.9	2672.9	2676.9	2680.9	2684.9	2688.9	2692.9	2696.9	2700.9	2704.9	2708.9	2712.9	2716.9	2720.9	2724.9	2728.9	2732.9	2736.9	2740.9	2744.9	2748.9	2752.9	2756.9	2760.9	2764.9	2768.9	2772.9	2776.9	2780.9	2784.9	2788.9	2792.9	2796.9	2800.9	2804.9	2808.9	2812.9	2816.9	2820.9	2824.9	2828.9	2832.9	2836.9	2840.9	2844.9	2848.9	2852.9	2856.9	2860.9	2864.9	2868.9	2872.9	2876.9	2880.9	2884.9	2888.9	2892.9	2896.9	2900.9	2904.9	2908.9	2912.9	2916.9	2920.9	2924.9	2928.9	2932.9	2936.9	2940.9	2944.9	2948.9	2952.9	2956.9	2960.9	2964.9	2968.9	2972.9	2976.9	2980.9	2984.9	2988.9	2992.9	2996.9	3000.9	3004.9	3008.9	3012.9	3016.9	3020.9	3024.9	3028.9	3032.9	3036.9	3040.9	3044.9	3048.9	3052.9	3056.9	3060.9	3064.9	3068.9	3072.9	3076.9	3080.9	3084.9	3088.9	3092.9	3096.9	3100.9	3104.9	3108.9	3112.9	3116.9	3120.9	3124.9	3128.9	3132.9	3136.9	3140.9	3144.9	3148.9	3152.9	3156.9	3160.9	3164.9	3168.9	3172.9	3176.9	3180.9	3184.9	3188.9	3192.9	3196.9	3200.9	3204.9	3208.9	3212.9	3216.9	3220.9	3224.9	3228.9	3232.9	3236.9	3240.9	3244.9	3248.9	3252.9	3256.9	3260.9	3264.9	3268.9	3272.9	3276.9	3280.9	3284.9	3288.9	3292.9	3296.9	3300.9	3304.9	3308.9	3312.9	3316.9	3320.9	3324.9	3328.9	3332.9	3336.9	3340.9	3344.9	3348.9	3352.9	3356.9	3360.9	3364.9	3368.9	3372.9	3376.9	3380.9	3384.9	3388.9	3392.9	3396.9	3400.9	3404.9	3408.9	3412.9	3416.9	3420.9	3424.9	3428.9	3432.9	3436.9	3440.9	3444.9	3448.9	3452.9	3456.9	3460.9	3464.9	3468.9	3472.9	3476.9	3480.9	3484.9	3488.9	3492.9	3496.9	3500.9	3504.9	3508.9	3512.9	3516.9	3520.9	3524.9	3528.9	3532.9	3536.9	3540.9	3544.9	3548.9	3552.9	3556.9	3560.9	3564.9	3568.9	3572.9	3576.9	3580.9	3584.9	3588.9	3592.9	3596.9	3600.9	3604.9	3608.9	3612.9	3616.9	3620.9	3624.9	3628.9	3632.9	3636.9	3640.9	3644.9	3648.9	3652.9	3656.9	3660.9	3664.9	3668.9	3672.9	3676.9	3680.9	3684.9	3688.9	3692.9	3696.9	3700.9	3704.9	3708.9	3712.9	3716.9	3720.9	3724.9	3728.9	3732.9	3736.9	3740.9	3744.9	3748.9	3752.9	3756.9	3760.9	3764.9	3768.9	3772.9	3776.9	3780.9	3784.9	3788.9	3792.9	3796.9	3800.9	3804.9	3808.9	3812.9	3816.9	3820.9	3824.9	3828.9	3832.9	3836.9	3840.9	3844.9	3848.9	3852.9	3856.9	3860.9	3864.9	3868.9	3872.9	3876.9	3880.9	3884.9	3888.9	3892.9	3896.9	3900.9	3904.9	3908.9	3912.9	3916.9	3920.9	3924.9	3928.9	3932.9	3936.9	3940.9	3944.9	3948.9	3952.9	3956.9	3960.9	3964.9	3968.9	3972.9	3976.9	3980.9	3984.9	3988.9	3992.9	3996.9	4000.9	4004.9	4008.9	4012.9	4016.9	4020.9	4024.9	4028.9	4032.9	4036.9	4040.9	4044.9	4048.9	4052.9	4056.9	4060.9	4064.9	4068.9	4072.9	4076.9	4080.9	4084.9	4088.9	4092.9	4096.9	4100.9	4104.9	4108.9	4112.9	4116.9	4120.9	4124.9	4128.9	4132.9	4136.9	4140.9	4144.9	4148.9	4152.9	4156.9	4160.9	4164.9	4168.9	4172.9	4176.9	4180.9	4184.9	4188.9	4192.9	4196.9	4200.9	4204.9	4208.9	4212.9	4216.9	4220.9	4224.9	4228.9	4232.9	4236.9	4240.9	4244.9	4248.9	4252.9	4256.9	4260.9	4264.9	4268.9	4272.9	4276.9	4280.9	4284.9	4288.9	4292.9	4296.9	4300.9	4304.9	4308.9	4312.9	4316.9	4320.9	4324.9	4328.9	4332.9	4336.9	4340.9	4344.9	4348.9	4352.9	4356.9	4360.9	4364.9	4368.9	4372.9	4376.9	4380.9	4384.9	4388.9	4392.9	4396.9	4400.9	4404.9	4408.9	4412.9	4416.9	4420.9	4424.9	4428.9	4432.9	4436.9	4440.9	4444.9	4448.9	4452.9	4456.9	4460.9	4464.9	4468.9	4472.9	4476.9	4480.9	4484.9	4488.9	4492.9	4496.9	4500.9	4504.9	4508.9	4512.9	4516.9	4520.9	4524.9	4528.9	4532.9	4536.9	4540.9	4544.9	4548.9	4552.9	4556.9	4560.9	4564.9	4568.9	4572.9	4576.9	4580.9	4584.9	4588.9	4592.9	4596.9	4600.9	4604.9	4608.9	4612.9	4616.9	4620.9	46
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## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

the word (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "1."

Value of Shares

Market Par

Dividends

Net

Gross

Freight

Passen-gers

Trains Moved

Railroad Operated

Surplus Income

Accounts

Bonds

Stocks

Accounts and Cash

Assets

Rolling Stock

Railroad

Freight

R.M.E.

Engines

Railroad in progress

2d Track and Sidings

Branch Line

Main Line

Year ending

Dec. 31, 1877

Dec. 31, 1878

Dec. 31, 1879

Dec. 31, 1880

Dec. 31, 1881

Dec. 31, 1882

Dec. 31, 1883

Dec. 31, 1884

Dec. 31, 1885

Dec. 31, 1886

Dec. 31, 1887

Dec. 31, 1888

Dec. 31, 1889

Dec. 31, 1890

Dec. 31, 1891

Dec. 31, 1892

Dec. 31, 1893

Dec. 31, 1894

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1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	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PREFERRED & GUARANTEED STOCKS

Marked thus (\*) are guaranteed by Lessees; and thus (1) have equal dividends with Lessees' own stock.

COMPANIES.	Amount of stock issued.	Rate.	Paid.	Market Price.
<b>RAILROAD STOCKS:</b>				
Atlantic and Great Western, pref.	10,000,000	7	...	...
Atlantic and St. Lawrence, pref.	800,000	7	...	...
Atlantic and Ohio, pref.	275,200	7	...	...
Baltimore and Ohio, pref.	4,348,469	6	...	...
Berkshire, pref.	600,000	7	...	...
Boston and Concord, pref.	250,000	6	...	...
Buffalo, New York and Erie, pref.	950,000	7	...	...
Catawissa, pref.	1,159,500	7	...	...
Camden and Atlantic, pref.	5,847,800	10	...	...
Camden and Atlantic, pref.	838,469	7	...	...
Cayuga and Susquehanna, pref.	589,110	9	...	...
Cedar Rapids and Missouri River, pref.	709,000	7	...	...
Central of New Jersey, pref.	20,000,000	10	...	...
Central Ohio, pref.	411,550	6	...	...
Chesapeake, pref.	380,000	6	...	...
Chesapeake and Potomac, pref.	2,158,200	7	...	...
Chicago and Alton, pref.	2,426,400	10	...	...
Chicago and North-Western, pref.	3,916,300	11	...	...
Chicago and St. Paul, pref.	21,488,653	7	...	...
Cincinnati and Hamilton, pref.	429,000	6	...	...
Cleveland and Mahoning, pref.	2,059,200	7	...	...
Cleveland and Pittsburgh, pref.	11,236,160	7	...	...
Cumberland Valley, pref.	241,900	8	...	...
Dayton and Michigan, pref.	922,409	8	...	...
Delaware, pref.	1,336,950	6	...	...
Detroit and Milwaukee, pref.	2,517,140	6	...	...
Dubuque and Sioux City, pref.	5,000,000	3	...	...
Dubuque South-Western, pref.	590,315	8	...	...
Eastern (N. H.), pref.	492,500	6	...	...
Elmira, pref.	500,000	5	...	...
Elmira and Williamsport, pref.	500,000	7	...	...
Erie and Pittsburgh, pref.	8,836,910	7	...	...
Erie and Pittsburgh, pref.	2,000,000	7	...	...
Evansville and Crawfordsville, pref.	100,000	7	...	...
Hannibal and St. Joseph, pref.	2,167,700	7	...	...
Harrisburg and Lancaster, pref.	1,182,560	7	...	...
Housatonic, pref.	1,180,000	8	...	...
Huntington and Broad Top Mt. pref.	190,750	7	...	...
Jeff. Mad. & Indianapolis, pref.	2,000,000	7	...	...
Joliet and Chicago, pref.	1,600,000	7	...	...
Joliet and Northern Indiana, pref.	300,000	8	...	...
Little Miami, Col. and Xenia, pref.	6,394,450	8	...	...
Louisv. Cincinnati and Lex. pref.	851,000	6	...	...
Marquette and Cincinnati, pref.	3,101,650	6	...	...
Michigan Southern (Lake Shore) guar.	4,436,250	10	...	...
Mill Creek, pref.	328,375	10	...	...
Milwaukee and St. Paul, pref.	12,274,483	7	...	...
Min. Hill, pref.	8,556,450	8	...	...
Montclair, pref.	2,000,000	7	...	...
Morris and Essex, pref.	15,000,000	7	...	...
Newburgh Valley, pref.	2,000,000	10	...	...
Newark and New York, pref.	1,000,000	7	...	...
Newcastle and Beaver Valley, pref.	608,000	10	...	...
New Jersey, pref.	7,295,200	10	...	...
New London Northern, pref.	971,400	10	...	...
New York and Harlem, pref.	1,500,000	8	...	...
Niagara Br. & Canandaigua, pref.	1,000,000	6	...	...
North Eastern (S. C.), pref.	105,000	6	...	...
Norfolk and Western, pref.	1,000,000	8	...	...
Ogdensburg & Lake Champlain, pref.	2,823,400	10	...	...
Ohio and Mississippi, pref.	3,077,000	7	...	...
Oswego and Syracuse, pref.	2,000,000	8	...	...
Panama, pref.	4,030,000	7	...	...
Paterson and Hudson, pref.	1,144,400	9	...	...
Pemberton and Hightstown, pref.	7,000,000	12	...	...
Peoria and Bureau Valley, pref.	630,000	8	...	...
Philadelphia and Erie, pref.	842,000	6	...	...
Philadelphia and Reading, pref.	1,200,000	8	...	...
Philadelphia and Trenton, pref.	2,281,900	12	...	...
Pittsburg, Ft. Wayne & Chic., pref.	1,561,687	10	...	...
Pittsburg and North Adams, pref.	1,259,100	7	...	...
Portland, Saco & Portsmouth, pref.	22,214,285	7	...	...
Portsmouth and Kennebec, pref.	450,000	5	...	...
Railroad, pref.	1,500,000	10	...	...
Railroad, pref.	567,560	7	...	...
St. Louis, Alton & Terre Haute, pref.	4,300,000	7	...	...
St. Louis, Jacksonv. & Ch. pref.	2,468,400	7	...	...
St. Louis, Kansas City & Nor., pref.	1,054,100	7	...	...
St. Louis Valley, pref.	12,000,000	5	...	...
St. Louis Valley, pref.	576,000	5	...	...
St. Louis Valley, pref.	899,450	6	...	...
Toledo, Peoria & Warsaw, pref.	1,700,000	7	...	...
Toledo, Peoria & Warsaw, pref.	1,000,000	7	...	...
Warren, pref.	1,800,000	7	...	...
<b>CANAL STOCKS:</b>				
Delaware Division, pref.	1,633,350	8	...	...
Delaware and Baltimore, pref.	5,847,500	10	...	...
Delaware and Baltimore, pref.	1,175,000	10	...	...
Delaware and Baltimore, pref.	1,095,000	4	...	...
Delaware and Baltimore, pref.	2,908,977	6	...	...

WHOLESALE PRICE CURRENT.

IRON-DUTY: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 cents per lb.; Pig, 47 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2 1/2; Scrap Cast, 10; Scrap Wrought, 15 per ton. No Bar Iron to pay a less duty than 25 per cent. ad val.	
Pig, Scotch-Coltness.....per ton 20 50 @ 31	
Gartsherrie.....29 @ 22	
Summerlee.....29 @ 22	
Carnbroe.....29 @ 22	
Langloan.....29 @ 22	
Glengarnock.....29 @ 22	
Eglinton.....29 @ 22	
Pig, American, No. 1.....22 @ 23 50	
Pig, American, No. 2.....22 @ 23	
Pig, American, Foreign.....18 @ 21	
Bar, Refined, English and American.....@ 20	
Bar, Swedes, assorted sizes.....(gold) 100 @ 20	
Bar, Swedes, ordinary sizes.....130 @ 20	
Bar, Swedes, Plow sizes.....@ 20	
Bar, Refined, 1 to 2 in. rd. & sq. 1 to 6 inch x 1 to 1 in.....52 50 @ 55	
Bar, Refined, 1 1/2 to 6 by 1/2 & 5-16 in.....57 50 @ 60	
Bar, Refined, 1 1/2 by 1/2 & 5-16 in.....57 50 @ 60	
Large Rounds, 2 1/2 @ 2 1/2 to 3 1/2 @ 4 in.....57 50 @ 67 50	
Scroll.....67 50 @ 117 50	
Ovals and Half-round.....67 50 @ 77 50	
Band, 1 to 6 in. by 3-16 to No. 12.....65 @ 67 50	
Horse Shoe.....82 50 @ 87 50	
Rods, @ 3-16 inch.....57 50 @ 107 50	
Hoop, 1/2 by No. 22 to 1 1/2 by 13 & 14.....72 50 @ 127 50	
Null Rod.....74 @ 8	
Sheet Russia, as to assortment.....(gold) @ 12	
Sheet, Single, D. and T. Common.....4 @ 44	
Sheet, Doubles and Trebles, Charcoal.....5 @ 54	
Sheet Galvanized 1st and 2d quality.....List 35 @ 45 p. ct. disc.	
Rails, English.....(gold) per ton @ 45	
Rails, American, at Works in Penna. c'y. 43 @ 45	
<b>STEEL-DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb. and 10 per cent. ad val. (Store Prices.)</b>	
English, Cast, (2d and 1st quality).....per lb. - 14 @ - 16	
English Spring (2d and 1st quality).....64 @ - 64	
English Blister (2d and 1st quality).....9 @ - 14	
English Machinery.....94 @ - 104	
English German (2d and 1st quality).....104 @ - 114	
American Blister.....@ 9	
American, Cast, Tool.....@ 16	
American, Cast Spring.....@ 9	
American Machinery.....@ 10	
American German Spring.....@	
<b>AILS-DUTY: Cut, 1 1/2; Wrought, 2 1/2. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.</b>	
10d. to 60d. Com. Fence & Sheath per keg. 2 75 @ 2 85	
8d. and 9d. " 3 15 @ 3 20	
6d. and 7d. " 3 40 @ 3 45	
4d. and 5d. " 3 65 @ 3 70	
3d. and 4d. Light.....3 40 @ 4 45	
3d. Fine.....5 15 @ 5 20	
2d.....5 90 @ 5 95	
Cut Pipes, all sizes.....3 15 @ 3 20	
<b>TIN-DUTY: Pig, Bars and Block, 22 1/2; Plate and Sheets and Terne Plates, 1 1-10 cents per pound.</b>	
Bianca.....(gold) per lb. - @ 214	
Straits.....(gold) - 174 @ - 174	
English, L. & F.....(gold) - 164 @ - 174	
English, Refined.....(gold) - 174 @ - 174	
Plates - Fair to good brands.....Gold.	
I. C. Charcoal.....per box. 7 @ 7 37 1/2	
L. C. Coke.....6 @ 6 25	
Coke Terne.....5 25 @ 5 75	
Charcoal Terne.....8 50 @ 7	
<b>PETROLEUM-DUTY: Crude, 20 cents; Refined 40 cents per gallon.</b>	
Crude 40 @ 45 gravity (in bulk).....@ 8 5-16	
Crude 40 @ 47 gravity (in shipping order).....@ 10 1/2	
Refined, Standard White (in ship's order).....134 @ - 134	
Refined, S. W. (in jobbing lots).....174 @ - 194	
Refined, S. W. (in tin).....174 @ - 19	
Naphtha, Refined (65 @ 73 gravity).....84 @ - 84	
Residuum.....(in shipping order) per gall. - 64 @ - 7	
<b>COPPER-DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, Copper and Yellow Metal, Sheathing and Boils, 45 per cent. ad val.</b>	
Copper, New Sheathing, (over 12 oz.) per lb. - @ 31	
Copper, Boils.....@ 32	
Copper, Braziers' (over 16 oz.).....@ 32	
Copper, Nails.....@ 35	
Copper, Old Sheathing, &c., mixed lots.....19 @ - 21	
Copper, American Ingot Lake.....22 @ - 23 1/2	
Copper, English Pig.....@ 21	
Yellow Metal, New Sheathing & bronze.....@ 21	
Yellow Metal, Boils.....@ 23	
Yellow Metal, Nails, Sheathing & Slating.....@ 21	
<b>LEAD-DUTY: Pig, 42 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.</b>	
Spanish Ordinary.....(gold) per 100 lb. 6 75 @ 6 87 1/2	
German Ordinary.....(gold) 6 75 @ 6 87 1/2	
English.....(gold) 6 87 1/2 @ 7	
Foreign Refined.....(gold) - @	
Domestic.....(gold) 6 12 1/2 @ 6 25	
<b>COAL-DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, 75 cts. per ton of 28 bushels of 80 lb. to the bushel.</b>	
Liverpool Gas Canal.....10 @ -	
Liverpool House Canal.....14 @ - 16	
Anthracite (by cargo).....per ton of 2,000 lb. 5 @ - 6	

Philadelphia Stock Exchange.

Allegheny Val. 7 3-10s. 101	101 1/2	101 1/2	101 1/2	101 1/2
7s, Income.....	101 1/2	101 1/2	101 1/2	101 1/2
Camden & Am. 6s, 1883.....	102 1/2	102 1/2	102 1/2	102 1/2
6s, 1889.....	102 1/2	102 1/2	102 1/2	102 1/2
Mort. 6s, 1889.....103 1/2 x 103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
Camden and Atlantic.....	60	60	60	60
Preferred.....52 1/2	52 1/2	53	52 1/2	53
1st mortgage.....	52 1/2	52 1/2	52 1/2	52 1/2
2d mortgage.....	52 1/2	52 1/2	52 1/2	52 1/2
Catawissa.....	41	41	41	41
Preferred.....	106	106	106	106
New preferred.....	106	106	106	106
7s, new.....	106	106	106	106
Del. & Bound Brook 7s.....	106	106	106	106
Elmira & Williamsport.....	106	106	106	106
Preferred.....	106	106	106	106
7s.....	106	106	106	106
Hunt. & B. Top Mt.....	106	106	106	106
Preferred.....	106	106	106	106
2d mortgage.....	106	106	106	106
Lehigh Navigation.....46 1/2	46 1/2	46 1/2	46 1/2	46 1/2
6s, 1877.....	46 1/2	46 1/2	46 1/2	46 1/2
6s, 1884.....163	163	163	163	163
Gold Loan.....103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
Railroad Loan.....103	103	103	103	103
Conv. Gold Loan.....	68	68	68	68
Lehigh Valley.....68	68	68	68	68
6s, new, coupon.....	109	109	109	109
6s, new, registered.....	109	109	109	109
7s.....109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
Consol. mort. 6s.....101	101	101	101	101
Little Schuylkill.....49 1/2	49 1/2	49 1/2	49 1/2	49 1/2
7s.....	6 1/2	6 1/2	6 1/2	6 1/2
Minchill & Sch. Haven.....	6 1/2	6 1/2	6 1/2	6 1/2
North Pennsylvania.....	63	63	63	63
1st mortgage 6s.....	34	34	34	34
2d mortgage 7s.....	34	34	34	34
Chattel 10s.....	34	34	34	34
Gen'l mort. 7s, coup.....	34	34	34	34
Northern Central.....34 1/2	34 1/2	34 1/2	34 1/2	34 1/2
Pennsylvania R. R.....52 1/2	52 1/2	52 1/2	52 1/2	52 1/2
1st mortgage.....106	106	106	106	106
Gen'l mortgage.....	106	106	106	106
Gen'l mort. reg.....106 1/2	106 1/2	106 1/2	106 1/2	106 1/2
Consol. mort. 5s, reg.....	103 1/2	103 1/2	103 1/2	103 1/2
Penn. State 6s, 2d series.....	103 1/2	103 1/2	103 1/2	103 1/2
Penn. State 6s, 3d series.....	103 1/2	103 1/2	103 1/2	103 1/2
Philadelphia City, 6s, 1883.....	108	108	108	108
6s, new.....108	108	108	108	108
Phila. and Reading.....44 1/2	44 1/2	44 1/2	44 1/2	44 1/2
Debenture bonds.....60	60	60	60	60
7s, of 1883.....107	107	107	107	107
7s, new, convertible.....100	100	100	100	100
Gen'l mortgage.....107	107	107	107	107
Gen'l mortgage, reg.....	107	107	107	107
Philadelphia and Erie, 13.....18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
1st mortgage, 6s.....100	100	100	100	100
2d mortgage, 7s.....95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
Pittsb. Cin. & St. L. 7s, 83.....84	84	84	84	84
Pittsb. Titusv. & Buff. 10.....10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
Schuylkill Navigation.....	19 1/2	19 1/2	19 1/2	19 1/2
Preferred.....	19 1/2	19 1/2	19 1/2	19 1/2
6s, 1872.....	19 1/2	19 1/2	19 1/2	19 1/2
6s, 1876.....	19 1/2	19 1/2	19 1/2	19 1/2
6s, 1882.....	19 1/2	19 1/2	19 1/2	19 1/2
6s, 1886.....	19 1/2	19 1/2	19 1/2	19 1/2
United Co. of N. Jersey 134.....134 1/2	134 1/2	134 1/2	134 1/2	134 1/2
Hestonville, (Horse) 32.....32 1/2	32 1/2	32 1/2	32 1/2	32 1/2
Chestnut & Wal. (do.).....101	101	101	101	101
Germantown (do.).....	58	58	58	58
Green and Coates (do.) 60.....	58	58	58	58
Lombard & 8th (do.).....	52 1/2	52 1/2	52 1/2	52 1/2
2d and 3d streets (do.) 52.....	39 1/2	39 1/2	39 1/2	39 1/2
Spruce and Pine (do.) 40.....	40	40	40	40
13th and 15th sts. (do.) 40.....	40	40	40	40
Union (do.).....	40	40	40	40

Baltimore Stock Exchange.

	W.3.	Tb 4	F.5.	Sat.6.	M.8.	Tu.9.
Baltimore and Ohio.....	163 1/2	163 1/2	163 1/2	163 1/2	163 1/2	163 1/2
6s, 1880.....	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
6s, 1885.....	103	103	103	103	103	103
Central Ohio.....						
1st mortgage.....		99	100	100	100	100
Marietta & Cincinnati.....		106	106 1/2	106 1/2	106 1/2	106 1/2
1st mortgage, 7s.....		95	93 1/2	93 1/2	92 1/2	92 1/2
2d mortgage, 7s.....		86	83 1/2	83 1/2	82 1/2	82 1/2
3d mortgage, 8s.....		73 1/2	73	72	70	70
Northern Central.....						
2d mortgage, 6s 1885.....						
3d mortgage, 6s, 1900.....						
6s, 1900, Gold.....			102 1/2	102 1/2	102 1/2	102 1/2
Orange and Alex. 1st.....		71 1/2	71 1/2	71 1/2	71 1/2	71 1/2
2d mortgage, 6s.....	68	71 1/2	71 1/2	71 1/2	71 1/2	71 1/2
3d mortgage, 6s.....						
4th mortgage, 6s.....		50 1/2	50 1/2	50 1/2	50 1/2	50 1/2
O., Alex. & Manassas 7s.....		85 1/2	85 1/2	85 1/2	85 1/2	85 1/2
Pittsb. & Connellsville 7s.....		102 1/2	102 1/2	101 1/2	101 1/2	101 1/2
Virginia 6s, Consol.....	66 1/2	66 1/2	66 1/2	66 1/2	66 1/2	66 1/2
Coupons.....		83 1/2	83 1/2	83 1/2	83 1/2	83 1/2
Deferred Certificates.....	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Western Maryland.....						
1st M., end. by Balt.....						
2d M., do.....						
3d M., do.....						
1st M., unendorsed.....						
2d M., end. Wash. Co.....						
2d Mort., preferred.....						
City Passenger R. R.....						



**New York Stock Exchange**

Actual Sale Prices for the week ending May 10. .00

Th.4. F.Sat.6. M.6. Tu.9.W.10.

FEDERAL STOCKS:—

U. S. 5s, 10-40s, reg.....	118	118	117	117
U. S. 5s, 10-40s, coup.....	118	118	118	118
U. S. 5s, 1881, reg.....	117	117	117	117
U. S. 5s, 1881, coup.....	117	117	117	117
U. S. 5s, 1881, reg.....	121	121	121	121
U. S. 5s, 1881, coup.....	122	122	122	122
U. S. 5s, 5-20s, reg. 1865 114	114	114	114	114
U. S. 5s, 5-20s, c. 1865 114	114	114	114	114
U. S. 5s, 5-20s, r. n. 1865 119	119	119	119	119
U. S. 5s, 5-20s, c. n. 1865 118	118	118	118	118
U. S. 5s, 5-20s, reg. 1867 121	121	121	121	121
U. S. 5s, 5-20s, c. 1867 121	120	121	121	120
U. S. 5s, 5-20s, reg. 1868 127	127	127	127	127
U. S. 5s, 5-20s, c. 1868 127	127	127	127	127
U. S. 5s, Pac. R. R. issue 126	126	126	126	126

London Stock Exchange.

	—Closing Prices.—	
	Apr. 28.	Apr. 21.
Atlantic & Gt. W. 1st mort. \$1,000.....	23 — 25	24 — 26
Do. 2d mort. \$1,000.....	10 — 12	10 — 12
Do. 3d mort. \$1,000.....	4 — 5	3 — 4
Atlantic, Miss. & Ohio Consol. mort. 23	25	24 — 26
Central of New Jersey Consol. mort. 95	96	96 — 97
Central Pacific of California 1st mort. 95	96	96 — 97
Do. (C. & O. div.) 1st mt. gd. bds. 86	90	89 — 90
Detroit & Milwaukee 1st mt. bonds 35	45	35 — 45
Do. 2d do. 35	45	35 — 45
Eric shares, \$100.....	14 — 14	14 — 14
Do. Preference Shares.....	20 — 22	23 — 26
Do. 7 Convertible Gold Bonds.....	35 — 37	36 — 38
Galveston and Harrisburg 1st mort. 60	65	60 — 65
Illinois Central \$100 shares.....	86 — 87	87 — 89
Lehigh Valley Consol. mortgage.....	91 — 92	91 — 92
Marietta and Cincinnati Railway.....	99 — 101	99 — 101
Mo., Kan. & Tex. 1st M. G. B. Eng. 53	56	53 — 56
N. Y. Cent. & Hud. Riv. Mt. bonds, 110	111	108 — 109
Do. 1st mortgage.....	100 — 102	101 — 103
Pennsylvania, \$50 shares.....	45 — 50	49 — 50
Do. 1st mortgage.....	39 — 40	39 — 40
Philadelphia and Reading \$50 shs.....	101 — 103	101 — 103
Pittsb. & W. Chic. Equip. bds. 89	91	89 — 91
Union Pacific Land Grant 1st mort. 89	91	89 — 91
Do. do. do. 2d do. 89	91	89 — 91

American Railroad Journal.

Saturday, May 13, 1876.

Financial and Commercial Affairs.

The movements in the financial line throughout the week have been fairly active. The Stock and Gold Board dealings have been on a more liberal scale. Money has been steadier in price within the range of 2@4, generally 3@4 per cent on call, with, however, ample supplies available to responsible borrowers on these terms. In the commercial line business has been comparatively moderate, as well in domestic produce as in foreign merchandise; and the demand for aid in the way of discounts has been less urgent, with choice to prime mercantile credits quoted at from 41@6 per cent per annum. The last City Bank statement indicated some changes of moment chiefly the result of the recent Geneva award bond negotiation of the Treasury Department and consequently of a temporary nature. The legal tender reserve was cut down nearly four millions. All the other more important averages exhibited an increase, the specie board of nearly 24 millions, and the deposits about \$4 millions, while the addition to the loan item reached about 44 millions. The circulation was contracted slightly. The U. S. Sub Treasury currency balance was augmented \$4,146,004, and the specie reserve reduced \$8,703,062, the latter in great part through the May coin interest disbursements on the public debt. National Bank notes received at the Treasury Department last week for redemption were to the amount of \$3,740,000. The City Bank have had their deposits enlarged \$3,189,900 and their legal tender reserve reduced \$3,907,108. The specie average has been increased \$2,727,800. The loan and discount item was augmented



\$4,898,400. The circulation was diminished \$68,400. The U. S. Sub Treasury in this city closed the week with a currency balance of \$39,815,944 against \$35,669,940 the preceding week; and a coin hoard of \$43,877,055 against \$52,380,117 on the previous return. The City bank exchanges in currency reached \$417,271,310, or a daily average of \$69,545,218. The customs revenue of the port during the week was \$1,742,000. The City banks reported their average of gold last week at \$19,804,400, and their greenback average at \$39,182,200. Their deposits stood at \$205,669,960. The loan item was \$257,015,600. The circulation was \$16,199,400.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve to liabilities, of \$7,569,350, as against \$9,583,625, the preceding week.

The aggregate of the outstanding U. S. currency, of all denominations, May 1st was \$411,456,078. The outstanding amount of legal tender notes is \$370,596,038. The National bank circulation is now \$336,520,986, including \$2,091,190 of national gold bank notes.

On Tuesday of this week the cash balances of the Treasury Department at Washington were: of Currency \$7,140,000; special deposit of legal tenders for the redemption of certificates of deposit, \$34,230,000; Coin, \$76,600,000; Coin certificates, \$27,200,000.

The week's import entries of Foreign Merchandise at New York were \$5,052,744, including \$816,780 of Dry Goods.

The income of the Government from internal revenues in the current fiscal year, commencing with July 1, 1875, has been about 99½ millions; and from Customs, 180 millions.

A moderately active speculative movement has been reported in Gold, the quotations for which have shown less important changes. The customs demand has been moderate, and the export drain more extensive. The extremes of the price during the week have been 112¼@112½, closing on Wednesday at 112¼, as against 112½ on Wednesday of the preceding week. The specie outflow last week was \$2,701,583, against \$523,995 the previous week. The imports of specie at this port last week were \$11,175, and since January 1st \$1,557,704 as against \$5,779,146 same time last year. The customs demand for gold last week averaged \$290,834 per day. Foreign Exchange has been in moderate request closing less firmly. Bankers sixty day bills on London closed on Wednesday at \$4 88@88¼ sight bills on London at \$4 89½@4 90 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$5,065,813. The week's imports of Dry Goods and general merchandise were to the specie value of \$5,052,744 as against \$8,567,835 the corresponding week of 1875.

Government Securities have been more sought after on investment account, and toward the close quoted firmer. The amount of U. S. bonds held by the Treasurer of the United States, as security for the National Bank circulation, is \$345,962,580.

U. S. sixes of 1881 closed on Wednesday of this week at 122½@122¾; U. S. Five-Twenties of 1865, at 114½@114¾; U. S. Five-Twenties of 1865, consolidated, 118½@119½; U. S. Five-Twenties of 1867, 121@121½; U. S. Five-Twenties of 1868, 122½@123; U. S. Ten-Forties at

118¾@119; U. S. Fives of 1881, (Funding Loan) 117½@117¾; Six per cent. currency Sixes, 127¼@127½.

State and Railway bonds have been attracting more attention from investment buyers at steadier prices. And in the line of Railway and Miscellaneous share property a livelier movement has been reported with prices, though very irregular, quoted generally stronger toward the close.

General business has been on a moderate scale in Produce and Merchandise. Breadstuffs, Provisions and Cotton quoted lower. Export dealings have been less extensive. Dry Goods, Boots and Shoes, Hardware, Earthenware and Cooperage stock, in limited request. The Metal trade has been slow as a rule, though rather more call has been noted for Iron. Sales have been reported of 400 tons No. 1 and 800 tons No. 2 American Pig on the basis of our quotations; 1,000 tons No. 1 Wrought Scrap at \$28; 1,000 tons English Rails, 750 tons American do., and 1,200 tons of Steel Rails on private terms. Eglinton Pig Iron quoted here at \$27@28; Glengarnock \$29@30; Coltness \$30 50@31; No. 1 American Pig at \$22@23; No. 2 do. at \$20@21; Forge, \$17 50@20; American Rails at works, \$40@45; Old Rails \$22 50@25. Wrought Scrap, \$28@30. Ocean freights have been moderately active especially for Grain room on berth and charter also for Provisions and Cotton room, at firmer rates though closing irregularly.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

*New York.*—Cleveland and Toledo 7s, new, 103; Hannibal and Central Mo. 1st mort., 80; Chesapeake and Ohio 1st mort., coupon on, 31; Cedar Falls and Minnesota 1st mort., 85½; Albany and Susq. 3d mort., 100; Missouri, Kansas and Texas S. F. bonds, 62¾; New Jersey Southern R. R., 1½; Union Mining Co. 1½; Canton Co., 36; Missouri 6s, long bonds, 105¼; Tennessee 6s, old, 43; do. new, 41½; do. new series, 41½; New York State 7s, Bounty Loan, reg., 104½; Missouri 6s, 1886@1887, issued to H; and St. J. R. R., 105; Brooklyn 6s, Water Loan, 107. The latest quotations are: Pacific Mail, 19¾@20; Western Union Telegraph, 66½@66¾; Atlantic and Pacific Tel., 17½@18; Quicksilver Mining, 15¼@17; do. pref., 20@24; Mariposa Land and Mining, 7@7½; do. pref., 7¼@8; Adams Exp., 109½@110½; American Exp., 62@62½; U. S. Express, 70½@71; Wells-Fargo Express, 87½@90; Chicago and Alton, 97@98½; Cleveland and Pittsburgh, 94¼@95; Chicago and Northwestern, 40@40½; do. pref., 58½@59; Chicago, Rock Island and Pacific, 105@105½; Chicago, Milwaukee and St. Paul, 37¾@37½; do. pref., 64¼@64½; Cleveland, Columbus, Cincinnati and Indianapolis, 49@50; Columbus, Chicago and Indiana Central, 43½@44½; Delaware, Lackawanna and Western, 105¼@105½; Erie, 15@15½; Hannibal and St. Joseph, 14½@15; do. pref., 24@25; Lake Shore and Michigan Southern, 54¼@54½; Michigan Central, 46½@46¾; New York and Harlem, 137@138; N. Y. Central and Hudson River 110@110½; Central of New Jersey 98½@94; Ohio and Miss., 16¾@17; Panama, —@131; Toledo, Wabash and Western, 2¾@3; Pacific R. R. of Mo., 13½@14; Union Pacific, 62¾—; do. 1st mort., 104¼@104½; do. 7s, land grant, 98½@

99; do. sinking fund 8s, 91@91½; Central Pacific 6s, gold, 106½@106¾.

*Philadelphia.*—Pennsylvania Canal 6s, 75½; Susquehanna Canal 6s, 80; Western Pennsylvania R. R. 6s, 80; Am. S. S. Co. 6s, 80; Steubenville and Indiana 1st mort., 80½; Belvidere Delaware 2d mort., 99½; Nesquehoning Valley R. R., 53; Philadelphia, Germantown and Norristown R. R., 100; Central Transp., 47¼; Empire Transp., 52; Oregon Steam Navigation, 15; Cincinnati 7. 30s, 106¾; Pittsburg 7s, Water Loan, 107½. The latest quotations are: City 6s, 104@—; do. free of tax, 108¼@108½; Pennsylvania State 6s, 2d series, 103½@104; do. 3d; series, 113½@114; Philadelphia and Reading, 44½@44¾; do. Gen'l mort. 7s, coup., 106¾@107¼; do. reg., 107@108¼; do. mort. 6s, 1880, 104@105; do. 7s, new conv., 100@100½; do. 7s, 1893, 107@107½; United New Jersey R. R. and Canal Co., 184¼@135; Camden and Amboy mort. 6s, 1889, 103½@—; Pennsylvania R. R., 53@53½; do. 1st mort., 106@107; do. general mort. coupon, 104½@—; do. reg., 105½@—; Little Schuylkill R. R., 49½@50; Morris Canal, 54½@60; do. pref., 133@136½; do. 6s, 100@—; Susq. Canal, 6@9; do. 6s, 73@76; Schuylkill Nav., 5½@7; do. pref. 13@13½; do. 6s, 1882, 76@81; do. 1872, 90@93; do. 6s, Imp., 88@—; Elmira and Williamsport pref., 40@—; do. 7s, 102@—; do. 5s, 63@70; Lehigh Coal and Navigation, 46¾@46¾; do. 6s, 1884, 102¾@103¼; do. R. R. Loan 102½@103½; do. Gold Loan, 103½@104; North Pennsylvania, 51½@—; do. 6s, 104½@—; do. 7s, 105@—; do. Gen'l mort. 7s, 106½@—; do. chatel 10s, 108@108; Philadelphia and Erie 18¼@18½; do. 6s, 99¾@100¼; do. 7s, 94@95; Minehill, 52¾@53; Catawissa, 14½@16¼; do. pref., 41@42; do. new pref., 40@41; do. 7s, 1900, 105@—; Lehigh Valley, 57¾@58; do. 6s, new coupon, 107@107; do. reg., 108½@109½; do. 7s, 109@109½; do. consol. mort., 101@101½; Fifth and Sixth streets (horse), 70@75; Second and Third, 78@82½; Thirteenth and Fifteenth, 40½@42; Spruce and Pine, 39½@41; Green and Coates, 57½@59; Chestnut and Walnut, 101@105; Hestonville, 35½@35½; Germantown, 77@80; Union, 100@—; Lombard and South, 25½@28; Ridge Avenue, 58@—; Tenth and Eleventh 125@—.

*Boston.*—Michigan Central Air Line 8s, 1890, 90; Eastern R. R. 7s, notes, 50; Vermont Central 1st mort., 11; Kansas City, Topeka and Western 7s, 76½; Atchison, Topeka and Santa Fe notes, 1882, 46¼; Burlington and Missouri River R. R. in Nebraska 8s, new, 91; Rutland pref., 10; Summit Branch, 32½; Quincy Railroad Bridge, 111½; Boston, Revere Beach and Lynn R. R., 113; Conn. and Pass. Rivers R. R. pref., 37¼; Ware River R. R., 113¼; New Bedford R. R., 100¾; Indianapolis and Cincinnati R. R. pref., 6; Boston Land, Co., 7¾; Brookline Land, 4¾; Massachusetts 5s, 1893@1895, gold, 113¼; Maine 6s, 1889, 100; Boston 6s, 1880, 106¾; do. 5s, 1905, gold, 111½; Portland 6s, 101½; Chicago 7s, 104¾; Toledo 8s, 1878, 103; do. 1879, 102; do. 1877, 101½; Chicago 7s, 1881, 103; do. 1884, 103½; do. 1889, 104; do. 1890, 104½; Bangor 6s, 1894, 101½; do. 1899, 101¼; Cleveland 7s, 1881, 103½; Cook Co., Ills., 7s, 1880, 104¼; St. Louis 6s, 1878, 101; Allouez Mining Co., 10.



**Baltimore.**—Baltimore City 6s, 1875, 101; do. 1886, 109½; do. 1890, 109½; do. 1900, 109½; do. 1902, 110½; Norfolk water 8s, 101; Canton Co. 1st mort. 6s, 98½; Newark, Somerset and Straitsville 7s, 97½; Virginia and Tennessee 2d mort. 6s, 70; Richmond and Danville 6s, 1880, 72½; Parkersburg Branch, 8¼; Atlantic Coal, 2.00. The latest quotations are: Wilmington and Weldon 7s, 103¼@104½; Wilmington, Columbia and Augusta 7s, 38@41; Richmond and Danville 1st mort., 70½@72; Pittsburg and Connellsville 7s, 1898, 101@101½; Baltimore and Ohio, 160@163½; do. pref., 104@106; do. 2d pref., 103¼@104; do. 6s, 1880, 102½@103; do. 1885, 102@103; Washington Branch, —@160; Northern Central, 84@84½; do. 6s, 1877, 100@—; do. 6s, 1885, 103½@104; do. 6s, 1900, 99@100½; do. 6s, 1900, gold, 101½@103; N. W. Va. 3d mort., 1885, 100@102½; Marietta and Cincinnati 1st mort. 7s, 1892, 104½@105½; do. 2d mort. 7s, 91@91; do. 3d mort. 8s, 69½@71½; Central Ohio, 86@89; do. pref., 40@42; do. 1st mort. 97@100; Western Maryland 1st mort. 6s, 1890, 90@91; do. 1st mort. guar., 104½@105; do. 2d mort. guar., 104½@105; do. 3d mort. guar., 104½@106; do. 2d mort. pref., 93@—; do. 2d mort. guar. by Washington Co., 100@—; Virginia and Tennessee 2d mort. 6s, 70@70½; do. 3d mort. 8s, 71@71½; Orange and Alexandria 1st mort. 6s, —@90; do. 2d mort. 6s, 71½@75; do. 3d mort. 8s, 64@64½; do. 4th mort. 8s, 50@50½; Orange, Alex. and Manassas 7s, 85@85½; Baltimore 6s, 1875, 101@101½; do. 1884, 108¾@109½; do. 1886, 109¾@110; do. 1890, 109¾@110; do. 1900, 109¾@109¾; do. 1902, 110@111; do. 6s, exempt, 112@—; do. 6s, 91¾@—; Memphis City 6s, 45½@—; Maryland Defense 6s, 1883, 114@115; do. 6s, 1890, 103@107½; do. 6s, exempt, 112@—; do. 6s, 90@—; Virginia coupon 6s, old, 30@40; do. new, 37@40; do. consol. 6s, 68½@68¾; do. 2d series, 34½@40; Virginia coupons, 89½@89¾; West Virginia def. certif., 8¼@9; City Passenger R. R., 29½@30; George's Creek Coal, 140@145; Atlantic Coal, 2.00@2.10; Canton Co., 26@39.

#### Cincinnati Bonds.

Messrs. Kuhn, Loeb & Co. invite subscriptions to the new City of Cincinnati 6 per cent. gold loan. Some round lots of these Bonds having been taken by the leading Insurance Companies, and other careful investors, \$1,500,000 are now offered for competitive subscription at the minimum price of 103 per cent. Considering the scarcity of similar sound securities the Bonds will no doubt find ready takers at full prices.

The St. Croix Courier says that the directors of the Grand Southern Railway have closed a contract for the building of the road with Joseph N. Green, Esq., C. E., of New York and Edward Appleton, Esq., C. E., of Boston. Being both Civil Engineers of ability and experience the undertaking could not have fallen into better hands, and besides this they are responsible men and able to furnish all the sureties the directors require.

The Grand Rapids, Greenville and Alpena railroad was sold on the 6th inst. by Circuit Court Commissioner Wilson, under a decree of foreclosure to Wm. W. Niles of New York.

#### Illinois Central Railroad.

During the month of April, 1876, 909.12 acres of land were sold for \$5,781.92. The cash collected on land contracts during the same time was \$16,929.64. The traffic on the main line in Illinois was \$423,126.50, against \$465,772.74 in April, 1875. The traffic of the Iowa lines, (leased at 35 per cent of gross receipts) was \$122,955.30, against \$144,686.30 in April, 1875. The total traffic on the main and leased lines in April was \$546,081, against \$610,459 in April, 1875. For the four months ending April 30, the traffic was \$2,348,148, against \$2,278,690 for the four months ending April 30, 1875.

A dispatch from Sandusky, to the Ohio State Journal says that the prospect of immediate work there on the Wheeling and Lake Erie Narrow Gauge Railroad is good. Richie & Co., of New York and Chicago, offer to build and equip the road for \$18,000 per mile—\$10,000 in bonds, \$5,000 in stock, and \$3,000 in local subscriptions—and agree to have the first hundred miles from Sandusky south completed January 1, 1877. The contract will probably be awarded them.

The Richmond (Va.) Enquirer says a number of New York capitalists, who are having surveyed the route from Buchanan to Clifton Forge, Va., say they have found the grade nowhere more than twelve feet to the mile, and being satisfied that it will be a good investment, have decided to put up the necessary funds and build the railroad between those points as soon as practicable.

The directors of the Ware River Railroad Company recently elected, are: Chester W. Chapin and J. A. Rumrill of Springfield; C. A. Stevens of Ware, E. B. Gillett of Westfield, Wm. Mixer of Hardwick, and W. W. Whitney and C. A. Perley of Boston.

A certificate was filed in the office of the Secretary of State of Ohio on the 1st inst. changing the name of the Atlantic and Lake Erie railway to the Ohio Central Railway company, by decree of the Fairfield Court of Common Pleas.

The Appleton, Wisconsin, Post says it is presumed that work will soon be commenced on the extension of the Manitowoc Railroad. It is the intention of the company to complete the road within the next ninety days.

The New Bedford Mercury learns that the consolidation of the New Bedford Railroad Company with the Boston, Clinton and Fitchburg Corporation will certainly take place, and probably at an early day.

A new railroad from Philadelphia to Atlantic city is proposed, to be called the Philadelphia and Atlantic city Railroad; \$800,000 is the estimated cost of the road, and it is designed to have it running for the season of '77.

The Boston, Clinton and Fitchburg Railroad will relay their track between Fitchburg and South Framingham with steel rails.

The Scioto Valley railroad will run a train of cars to Chillicothe on the 1st day of June—a distance of forty-five miles from Columbus.

The Columbia and Port Deposit Railroad is open for travel and freight as far as Piqua, 14 miles below Columbia.

## PROPOSALS

ARE INVITED FOR

# \$1,500,000

## City of Cincinnati

### MUNICIPAL GOLD BONDS

of \$1,000 EACH, bearing SIX PER CENT INTEREST payable semi-annually May 1 and November 1, the principal maturing in 1906; both principal and interest being payable in U. S. GOLD COIN, at the AMERICAN EXCHANGE NATIONAL BANK in NEW YORK (or at the option of the holder, at the agency of the city, in LONDON, at the rate of one pound sterling to five dollars gold). These bonds are authorized by an act of the Legislature of the State of Ohio passed February 24, 1876, and were confirmed by vote of the people of the City of Cincinnati of 21,433 out of a total vote of 30,756, and by a resolution of the city Council, as provided by law. The bonds are PURELY MUNICIPAL IN CHARACTER; they are secured by the entire taxable property of the city, amounting in assessed value to \$184,498,565, as well as the real estate owned by the city, valued at \$22,000,000, exclusive of the Southern Railroad, for the completion of which they are issued.

MUNICIPALITIES in the State of Ohio are now authorized by law to provide for the conversion of their Coupon Bonds into Registered Stock.

The undersigned will receive sealed proposals at the

#### AMERICAN EXCHANGE NATIONAL BANK

until May 16, at noon, for any part of the above Bonds.

Bidders will state the exact amount of Bonds wanted, and no bid less than 103 PER CENT and accrued interest will be considered; the undersigned reserving the right to make pro rata awards in case the total amount bid for exceeds the amount offered, awards to be first made to the highest bidders.

Awards will be made May 16, and the bonds will be ready for delivery and payment May 20.

### KUHN, LOEB & CO.,

Bankers, 31 Nassau Street.

New York, May 1, 1876.

#### CAR WORKS FOR SALE.

THE works of the Ohio Falls Car and Locomotive Company will be sold, at public auction, at the Court-house door, in Charlestown, Clarke county, Ind., on SATURDAY, June 10, 1876, between the hours of 9 o'clock A. M. and 4 o'clock P. M. These are the largest and most complete car works in the country; are located adjacent to Jeffersonville, Ind., and are well adapted to other branches of manufacture. For printed circular containing full description of the property and terms of sale, which are extremely liberal, address JOS. W. SPRAGUE, Agent for Trustees, Jeffersonville, Ind. 4190

The road bed of the Gallipolis, McArthur and Columbus Railroad was offered at Sheriff's sale on the 29th ult., but no person bid. More than \$300,000 worth of work has been performed between Karne's and Gallipolis.



## CITY PASSENGER RAILROAD SHARE AND BOND LISTS

## HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equity, single.	Horses and Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends paid.		Value of Shares.	
							Bonded Debt.	Floating Debt.	Gross.	Net.	Dividends Capital.	Per Share.	Paid.	Market.
m.	No.	No.	No.											
Sept. 30, '75	1.00	153	45	Albany..... N.Y.	221,500	200,000	75,500		131,000	38,717	6	100	100	
Sept. 30, '75	1.00			Albany st. Freight (B'con). Mass.	49,235	75,000			1,999	158		100	100	
Sept. 30, '75	25.00	491	98	Atlantic Avenue (B'kon). N.Y.	1,261,612	650,200	490,000	20,107	374,017	128,809	6	100	100	
Dec. 31, '75	9.51	704	103	Baltimore City (Balt.). Md.	1,000,000	1,000,000			616,558	221,900	6	25	25	30
Sept. 30, '75	22.00	896	43	Bleeker st. & F.F. (N.Y.C.) N.Y.	1,801,795	900,000	697,000	49,107	246,785	61,992	6	100	100	
Sept. 30, '75	5.82			Boston and Chelsea..... N.Y.	110,000	110,000			8,800	7,096	6.2	100	100	
Sept. 30, '75	13.85	810	60	Broadway (Brooklyn)..... N.Y.	473,676	200,000	210,000	40,659	225,486	53,516	12	100	100	
Sept. 30, '75	16.25	1200	147	B'way & 7th Av. (N.Y.C.) N.Y.	3,907,093	2,100,000	1,500,000	286,169	1,004,802	268,261	6	100	100	
Sept. 30, '75	8.25	9 D.	32	Brooklyn, Bath & Coney I.N.Y.	266,108			89,000	47,051	108				
Sept. 30, '75	89.00	1978	441	Brooklyn City..... N.Y.	2,480,056	3,000,000	300,000	70,000	1,466,316	321,341	13	10	10	
Sept. 30, '75	22.96	287	72	Brooklyn City & Newtown..... N.Y.	579,359		400,000	56,710	196,743	59,363				
Sept. 30, '75	19.35	231	67	Brooklyn, Cross-Town..... N.Y.	719,555	395,400	300,000	2,336	178,983	37,348				
Sept. 30, '75	17.85	111	28	Buffalo East Side..... N.Y.	414,238	28,000	238,000	140,838	62,332	9,991				
Sept. 30, '75	17.62	411	71	Buffalo street (Brooklyn)..... N.Y.	648,025	100,000	663,890	114,457	211,606	33,422				
Sept. 30, '75	11.00	184	32	Bushwick (Brooklyn)..... N.Y.	499,004	309,000	200,000	1,589	176,149	107,374				
Sept. 30, '75	30.20			Cambridge (Boston)..... Mass.	824,300	824,300	150,000		77,187	77,187	9	100	100	105
Sept. 30, '75	4.92	149	30	Central Cross-Town, N.Y. City.	847,046	600,000	240,000	20,519	74,979	Deficit				
Sept. 30, '75	24.00	1100	131	C.F. N. & E.R. (N.Y.C.) N.Y.	4,078,700	1,676,700	1,200,000	10,759	772,315	163,286				
Sept. 30, '75	6.00	176	28	Christopher & Tenth st. N.Y.C.	768,506	650,000	68,500	1,507	93,112	5,617				
Oct. 31, '75	9.50	842	49	Citizens (Phila.)..... Pa.	232,467	192,750			359,714	106,952	40	50	20	130
Oct. 31, '75	9.61	937	38	Citizens' (Phila.)..... Pa.	179,870	184,000	50,000	7,905	207,918	41,817	26	50	45	
Sept. 30, '75	15.03	248	26	Coney Island & Brooklyn, N.Y.	710,769	500,000	307,000	37,070	207,280	37,793				
Sept. 30, '75	11.25	876	131	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	1,191,213	1,200,000	1,005,000		937,479	322,556	8	100	100	
Sept. 30, '75	10.31	1075	112	Eighth Avenue (N.Y. City) N.Y.	1,823,076	1,000,000	203,000	105,000	839,755	136,410	12	100	100	
Dec. 31, '75	7.09	92	17	Elizabeth and Newark..... N.J.	276,920	232,725		44,195	46,833	8,443				
Oct. 31, '75	5.07	32	20	Federal St. & Pl. Val. (Phg.) Pa.	150,710	100,000	75,000	10,000	72,901	8,639		25	25	
Sept. 30, '75	10.26	453	64	Gr'd st. & Gr'd st. F. (N.Y.C.) N.Y.	1,054,679	748,000	236,000	49,022	348,096	56,907	9	100	100	
Oct. 31, '75	22.96	602	71	Frankford & Southwark (Ph.) Pa.	937,902	600,000	211,500		492,715	98,104	10	50	50	72
Oct. 31, '75	34.91	452	78	Germantown (Phila.)..... Pa.	772,305	539,514	106,500	21,600	471,319	103,017	7	50	50	79
Sept. 30, '75	7.77	153	27	Gr'd st. & Newtown (B'kn) N.Y.	321,840	170,000	90,000	6,100	95,236	24,405		100	100	
Sept. 30, '75	8.50	172	41	Gr'd St. Prosp. Ph. & Flatb. N.Y.	460,594	200,000	200,000	102,427	77,578	2,700		100	100	
Oct. 31, '75	7.94	241	43	Green and Coates st. (Phila.) Pa.	262,912	150,000	100,000	6,500	211,719	61,322	27	50	15	58
Sept. 30, '75	11.95	139	26	Harim. Br. Morr. & F'dham. N.Y.	287,502	299,100	146,000		97,966	5,364				
Sept. 30, '75	11.85	321	56	Hous. W. st. & Pavonia Ry. N.Y.	717,250	238,750	478,500		338,918	50,400		100	100	
Oct. 31, '75	17.22	471	76	Hest. Mant. & F'mount (Ph.) Pa.	402,727	300,000	125,000	21,737	295,993	93,105	16	50	25	32
Sept. 30, '75	6.50	294	38	Highland (Boston)..... Mass.	450,083	220,000	120,000	128,222	227,438	41,250	8	100	100	
Sept. 30, '75	10.75	66	22	Jamaica, Woodh'n & B'klyn N.Y.	100,000	100,000			22,019	694		100	100	
Oct. 31, '75	5.09	132	22	Lombard and South st. (Ph.) Pa.	179,807	125,000	62,500		109,882	21,809	12	25	12	25
Sept. 30, '75	7.60	7	4	Long Island City Shore..... N.Y.	165,000	75,000	90,000		20,761	3,337				
Sept. 30, '75	5.09	50	12	Lowell Horse..... Mass.	100,569	83,100		7,762	33,947	4		100	100	
Sept. 30, '75	12.79	232	37	Lynn and Boston..... Mass.	291,296	200,000	50,000	51,017	166,496	15,587		100	100	
Sept. 30, '75	3.60			Malden and Melrose..... Mass.	60,246	165,500	15,000					100	100	
Sept. 30, '75	5.21	60	15	Merrimac Valley..... Mass.	79,770	80,000			33,422	2,615		100	100	
Sept. 30, '75	47.59	1317	68	Metropolitan (Boston)..... Mass.	2,708,761	1,500,000	748,442	326,246	1,126,707	219,958	7	100	100	62
Sept. 30, '75	16.03	312	63	Middlesex (Boston)..... Mass.	733,090	400,000	376,000	153,158	249,821	54,566	6	100	100	
Sept. 30, '75	8.55	52	32	Naumkong..... Mass.	207,197	150,000	35,900	1,900	32,000	2,792		100	100	
Sept. 30, '75	3.82	35	8	New Bedford & Fairhaven, Mass.	81,066	50,000		30,190	23,275	2,457		100	100	
Sept. 30, '75	4.50	5 D.	12	New York Elevated..... N.Y.	1,677,522	798,300	771,000	108,322	63,657	def. 477		100	100	
Sept. 30, '75	7.50	62	17	New Wmsburg & Flatbush, N.Y.	328,568	300,000			95,367	3,197		100	100	
Sept. 30, '75	6.10	200	20	North Avenue (N.Y. City) N.Y.	999,422	792,000	207,000	20,663	106,380	13,432		100	100	
Sept. 30, '75	11.16	124	29	North 2d St. & Middle Vly. N.Y.	242,516	142,100	125,000	2,348	148,351	69,979		100	100	
Dec. 31, '75	13.09	241	47	Orange and Newark..... N.J.	1,041,157	290,000	700,000	156,420	222,901	31,077		100	100	
Sept. 30, '75	14.40	190	42	Park Avenue (Brooklyn)..... N.Y.	412,095	200,000	300,000	56,000	123,715	31,978		100	100	
Oct. 31, '75	9.83	67	13	People's (Scranton)..... Pa.	162,719	150,000	15,000		42,108	13,108	8	100	100	
Oct. 31, '75	6.69	21	14	People's (Torrville)..... Pa.	162,114	100,000	35,000	8,107	23,591	1,066		50	20	
Oct. 31, '75	12.79	641	119	Philadelphia City (C. & W.) Pa.	793,912	500,000	200,000	69,108	562,307	123,409	20	50	25	101
Oct. 31, '75	6.32	12	15	Philadelphia and Darby..... Pa.	326,860	200,000	100,000		24,000	8	20	20		
Oct. 31, '75	13.17	151	32	Philadelphia & Gray's Ferry, Pa.	311,718	300,000	6,500	32,700	131,718	41,718	10	50	30	
Oct. 31, '75	8.75	137	40	Phg. Allegheny & Manchester, Pa.	392,718	300,000	100,000		171,319	45,310	8	50	50	
Oct. 31, '75	6.50	121	20	Pittsburg and Birmingham..... Pa.	196,322	150,000	50,000		81,310	13,108		50	37	
Oct. 31, '75	10.00	132	39	Phg. Oakland & E. Liberty..... Pa.	191,927	150,000	45,000	37,040	59,172			50	50	
Dec. 31, '75	7.13	71	18	Portland..... Me.	175,000	157,600		1,000	49,853	4,791		100	100	
Sept. 30, '75	6.00	40	13	Portsmouth City..... N.Y.	131,702	76,705	27,000	38,906	23,548	2,043		100	100	
Sept. 30, '75	16.75	212	44	Prospect Park & Coney I. N.Y.	1,011,126	500,000	500,000	3,224	151,178	43,339				
Dec. 31, '75	14.12	290	48	Ridge Avenue (Ph.)..... Pa.	423,951	450,000	58,430		240,316	51,102	10	50	30	68
Sept. 30, '75	17.00	156	47	Rochester and Brighton..... N.Y.	263,609	105,000	138,000	32,450	122,807	45,789		100	100	
Sept. 30, '75	22.00	1109	159	Second Avenue (N.Y. City) N.Y.	2,547,402	1,199,500	1,317,000	45,000	780,147	135,657	8	100	100	
Oct. 31, '75	41.66	636	115	2d and 3d street (Phila.)..... Pa.	822,901	671,576	109,300		571,222	192,513	17	50	16	42
Oct. 31, '75	7.80	301	23	17th and 19th street (Phila.) Pa.	209,437	160,000	50,000	10,000	249,668	79,314	12	50	31	84
Sept. 30, '75	4.37	1076	112	Sixth Avenue (N.Y. City) N.Y.	2,367,098	750,000	415,000	830,000	836,910	162,889	10	100	100	
Sept. 30, '75	16.36	356	62	South Boston..... Mass.	546,268	450,000		26,268	306,565	85,976	7	100	100	
Sept. 30, '75	6.50	106	26	South Brooklyn & Park..... N.Y.	114,714	150,000	100,000	26,642	47,241	6,210		100	100	
Sept. 30, '75	1.76			South Ferry..... N.Y.	280,111	150,000	137,000	22,500	31,791	6,496		100	100	
Sept. 30, '75	5.09	38	9	Springfield..... Mass.	90,912	60,000		26,883	26,922	792		100	100	
Sept. 30, '75	8.00	40	13	Staten Island..... N.Y.	31,000	31,000			18,228	Deficit		100	100	
Sept. 30, '75	2.63	24	6	Stoneham street (Boston)..... Mass.	42,969	33,000			2,144	1,729	6	100	100	
Sept. 30, '75	2.93	22	10	Syracuse and Geddes..... N.Y.	32,286	25,000	25,000		15,619	2,614	8	100	100	
Sept. 30, '75	2.90	17	5	Syracuse and Onondaga..... N.Y.	51,267	37,000		5,000	14,382	3,796		100	100	
Sept. 30, '75	4.32	32	8	Taunton..... Mass.	57,198	40,000		9,000	17,436	985		100	100	
Oct. 31, '75	9.20	342	49	10th & 11th st. (Citizens') Pa.	232,467	192,750			359,714	106,952	40	50	20	130
Oct. 31, '75	10.75	251	37	13th and 14th streets (Phila.) Pa.	281,709	334,529	100,000		213,529	47,901	10	50	16	40
Sept. 30, '75	18.00	2004	283	Third Avenue (N.Y. City) N.Y.	4,076,090	2,000,000	2,000,000	30,000	1,824,149	604,928	10	100	100	
Sept. 30, '75	6.40	30	8	Troy and Albion..... N.Y.	74,940	44,700	34,375	1,468	18,016	3,365		100	100	
Sept. 30, '75	4.98			Troy and Cohoes..... N.Y.	50,000	50,								

## PASSENGER RAILROAD BONDS

COMPANIES.	Amount out- standing.	Inter. at		Maturity Price
		Rate.	Pay- able.	
Albany:	\$	pc		
1st Mortgage.....	79,500	7	J & J.	1883
Atlantic (Bklyn) Ave.:				
1st Mortgage.....	115,000	7	A & O.	1881
1st Mort. (Gr'wood Line). ..	100,000	7	A & O.	1884
Consolidated Mortgage.....	289,000	7	J & J.	1885
Bleecker St. & Fulton Ferry:				
1st Mortgage.....	697,000	7	J & J.	1880
Broadway (Brooklyn):				
1st Mortgage.....	210,000	7	J & D.	1882
Broadway and 7th Avenue.....	500,000	7	J & D.	1884
Brooklyn, Bath & Coney L.:				
1st Mortgage.....	80,000	7	J & J.	1892
Brooklyn City:				
1st Mortgage.....	300,000	7	M & N	1882
Brooklyn City & Newtown:				
1st Mortgage.....	400,000	7	J & D.	1879
Brooklyn Cross-Town:				
1st Mortgage.....	300,000	7	J & J.	1888
Buffalo East Side:				
1st Mortgage.....	200,000	7	J & J.	1894
Buffalo Street:				
1st Mortgage.....	500,000	7	M & N	1893
Bushwick:				
1st Mortgage.....	200,000	7	J & J.	1889
Cambridge (Boston):				
1st Mortgage, guar.....	150,000	6	J & J.	1881
Central Cross-town (N.Y.C.):				
1st Mortgage.....	240,000	7	A & O	1894
Central Park, N. & E. River:				
1st Mortgage, consol.....	200,000	7	J & D.	1895
Coney Island & Brooklyn:				
1st Mortgage.....	307,000	7	J & J.	1877
D. Dock, E. Edw. & Battery:				
1st Mortgage (Consol.).....	000,000	7	J & D.	1891
Eighth Avenue (N. Y.):				
1st Mortgage.....	203,000	7	J & J.	1896
42d st. & G'd st. Ferry (N.Y.):				
1st Mortgage.....	236,000	7	A & O.	1883
Frankford and Southwark:				
1st Mortgage.....	111,500	7	J & J.	1877
2d Mortgage.....	100,000	7	M & N	1891
Germanatown:				
2d mortgage.....	100,000	7	J & D.	1884
Grand St. & Newtown:				
1st Mortgage.....	90,000	7	A & O	1887
Grand st. P. P. & Flatbush:				
1st Mortgage.....	200,000	7	J & J.	1891
Green and Coates:				
1st Mortgage.....	100,000	7	J. & J.	1878
Harl. Br. Morris'a & Fordh:				
1st Mortgage.....	146,000	7	J & J.	1889
Hous., W. st. & Pavonia F.:				
1st Mortgage.....	478,500	7	J & D.	1891
Hestonv., Mantua & Fairm.:				
1st Mortgage.....	125,000	7	J & D.	1886
Highland (Boston):				
1st Mortgage.....	120,000	7	F & A	1894
Metropolitan (Boston):				
1st Mortgage.....	743,000	7	J & J.	1894
Middlesex (Boston):				
1st Mortgage sinking fund	100,000	6	M & S	1884
2d Mortgage.....	100,000	6	A & O	1880
3d Mortgage.....	176,000	8	F & A	1885
New York Elevated:				
1st Mortgage.....	771,000	7	J. & J.	1891
Ninth Avenue (N. Y.):				
1st Mortgage.....	207,000	7	J. & J.	1889
Orange and Newark:				
1st Mortgage.....	200,000	6	J. & J.	1881
2d Mortgage.....	500,000	7	J. & J.	1886
Park Avenue (Bkly):				
1st Mortgage.....	200,000	7	M & N	1888
Philadelphia City:				
1st Mortgage.....	200,000	6	J. & J.	1881
Philadelphia and Darby:				
1st Mortgage.....	100,000	7	M & N	1887
Prospect ark & Coney I.:				
1st Mortgage.....	500,000	7	M & N	1894
Second Avenue (N. Y.):				
1st Mortgage.....	350,000	7	J & D.	1877
2d Mortgage.....	200,000	7	F & A	1876
3d Mortgage.....	160,000	7	A & O	1885
Consol. Mortgage, conv.:	619,000	7	M & N	1888
2d & 3d Streets (Phila.):				
1st Mortgage.....	83,700	7	J. & J.	1878
Sixth Avenue (N. Y.):				
1st Mortgage.....	415,000	7	J. & J.	1890
South Brooklyn and Park:				
1st Mortgage.....	100,000	7	J. & J.	1892
13th and 15th Sts. (Phila.):				
1st Mortgage.....	100,000	7	A & O.	1903
Third Avenue (N. Y.):				
1st Mortgage.....	000,000	7	J. & J.	1890
Twenty-third Street (N.Y.):				
1st Mortgage.....	250,000	7	M & N	1894
Union (Phila.):				
1st Mortgage.....	300,000	6	J. & J.	1885
2d Mortgage (Debenture).	200,000	7	A & O.	1884
Utica, Clinton & Bingham:				
1st Mortgage.....	200,000	7	J & D.	1889
West Philadelphia:				
1st Mortgage.....	100 000	7	J & D.	1878



**Proposed Railroad Route from Concord to Springfield.**

The Springfield, Mass., Republican says that the old plan of opening a connecting line from Concord, N. H., to that city by means of the Monadnock, Ware River and Boston and Albany Railroads is again revived, and in such a way as to make its accomplishment seem more probable than ever before, and then adds:

Presidents Jonas Livingstone of the Monadnock Railroad and Minot of the Concord Railroad are interested, and propose that their roads and the Ware River Railroad subscribe \$75,000 apiece, and the towns along the line a like amount, making \$300,000 which is thought to be enough to build the missing link of 18 miles between Peterboro' and Hillsboro', a route of easy construction along the Contoocook valley. Peterboro' has already subscribed \$20,000 toward the road, and it is understood that the towns will be satisfied to receive stock for their subscriptions, while the other subscriptions will probably be secured by bonds. A party of railroad officials interested, with Engineer Haywood, are expected to make an excursion over the route soon. This connection will place Concord 20 miles nearer New York than any other route, will be an excellent outlet for the freight of Southern New Hampshire, and will also be convenient for summer tourists to the White Mountains and the New Hampshire lakes.

**Portland Cement.**

The first Portland Cement works in the United States are soon to be put in operation at Kalamazoo, Mich. This cement takes its name from its resemblance to the celebrated Portland stone quarried on Portland Island, England. It is used in the construction of piers, docks, caissons—in fact, nothing can take its place in underwater masonry. The value of these works may be inferred from the fact that we import annually from England and Germany over 1,000,000 barrels of this cement.

At the annual meeting of the stockholders of the Wheeling, Pittsburg and Baltimore (late Hempfield) Railroad Company, held at Washington, Penn., on the 1st inst., the following board of directors was re-elected. John M. Reed, W. S. Bissell, S. B. Hayes, Wm. Workman, W. W. Smith, Wm. Keyser, J. B. Ford. The board subsequently organized by the re-election of John M. Reed, President; J. B. Washington, Secretary; W. H. Ijams, Treasurer; W. T. Thelin, Auditor, J. L. Randolph, Chief Engineer; Thomas R. Sharp, Master of Transportation; J. L. Wilson, Master of Road; N. Guilford, General Freight Agent; L. M. Cole, General Ticket Agent; R. T. Devries, General Agent.

The new arrangement for carrying through passengers between all points on the Pennsylvania railroad and New England without change of cars went into effect on the 8th inst. Upon the arrival of the southern train at Jersey City it was run on board the steamer Maryland, which carried it thence across the harbor, and the East river to Harlem river, where the train took the rail again and proceeded eastward.

The officers of the Atlantic and Pacific Telegraph Company, elected on the 9th inst., are: Thomas T. Eckert, President; W. J. Syme, First Vice President; Albert B. Chandler, Second Vice President and Secretary, and Alfred Nelson, Treasurer.

**Pittsburg, Wheeling and Kentucky Railroad.**

The Wellsburg (West Va.) Herald says that the contract between the Ohio Board of Commissioners and Henry K. List and others of the Pittsburg, Wheeling and Kentucky Railroad Company, blocked out some two months ago, has been approved by the Commissioners, and their Committee, Ewing, Schultz and Shepperd, directed to execute and sign the same in their behalf. The contract, as now signed, gives the company six months from about the 1st of May during which to commence operations, and eighteen months during which to complete them; on failure of either, all their rights under or by virtue of the said agreement to terminate and return to the grantors. It is further reported that arrangements have been made to provide the necessary funds required by the proposition of the Pennsylvania Company, and that work will be actively commenced about the 1st of June.

In the United States Circuit Court at Omaha, Nebraska, on the 5th inst., Justice Miller rendered a decision in the case of the United States vs. the Burlington and Missouri River Railroad, in Nebraska, involving the title to 150,000 acres of land lying on the north side of said road, confirming the title of the road thereto and dismissing the bill.

**VOSE, DINSMORE & Co.,****National Spring Works,**

MANUFACTURERS OF

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having received their special attention, they are prepared to receive orders and to deliver promptly.

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and the almost countless lives that have been lost, urge the introduction of more effective appliances for saving life than have yet been generally adopted. In response to the great public demand, the American Life Saving Suit Company now presents a

**Practical Life-Saving Suit.**

This suit having been tested and approved by the most scientific and practical authorities, we now offer as a means of absolute safety from death by drowning. The invention now offered claims its superiority over all similar inventions, in that it floats the body in a vertical position in the roughest sea, preserves the natural caloric of the body for any number of days, with capacity for carrying provisions for ten days; and signals to attract attention from passing vessels.

This suit embodies three principles, which are imperative in a life-saving dress:

*First*—A buoyancy which supports the body in a vertical position, and maintains it as from a natural law.

*Second*—Protection from water and weather, and consequent chill.

*Third*—A commissariat department, to which is attached signals, with capacity for carrying valuables, etc., etc.

This suit is put on over ordinary clothing except shoes and hat, and can be put on inside of five minutes, and is let to passengers on transatlantic steamers at the low price of FIVE DOLLARS A TRIP.

"This life-dress is one of the most valuable inventions—perhaps the most valuable—to be found anywhere. It is an absolute preserver of life in the event of wreck or fire or any form of sea-accident, by which the vessel is destroyed. Had the Schiller, or any of the lost fleets of past years, been amply provided with these suits, no one life—except, perhaps, some infant's—need have been lost. Scarcely one of all the ships which in the past have sailed silently away and have never afterwards furled their sails and come to the shore again, would have gone down unstoried, with no survivor left to tell the dismal tale of collision, of ice-pack, of breakers, of hidden rock, of fire, or of destructive gale, had each and all borne these suits as a part of the outfit. With the history of the past strewn with wrecks of precious freighted ships, who shall say that any device which robs shipwreck of its chief terrors, is not one of vast importance and priceless value?"

This Company also own THE BEST LIFE PRESERVER IN THE WORLD—can be adjusted in one second. It can be carried in the pocket. No person traveling either on the lakes, or river steamers, should be without one.

Call and see both the above, or send for pamphlet.

**THE AMERICAN LIFE-SAVING SUIT CO.,**

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**NEW YORK.**



## Steam Engines.

A sub-committee of the Committee on Science and the Arts, of the Franklin Institute, made a report last evening upon the use of steam and other motors upon street cars. The objections to the use of steam are summarized under four heads: The frightening of horses; the difficulty of controlling the car; heat from the boiler; cinders and smoke.

The first objection is answered by the fact that noiseless engines do not frighten horses, and that horses soon become used to engines that are not noiseless. The car is more easily controlled than a horse car. The heat of the boiler is kept out by a non-conducting partition, and the escape of cinders and smoke are prevented by "available appliances."

The conclusion of the report is that the broadest field should be opened by the legislative and municipal authorities for the introduction of this improvement, which is imperatively demanded. It makes practicable rapid transit in the ability to stop and start quickly, and to maintain a much higher rate of speed than with horses. It meets the public need by the ability to put an increased number of cars upon the street just at the hours when they are required; and it opens the way to low fares by the use of coal, as a relief from "the high price of horse feed."—*Phila. Ledger, May 4.*

The Governor of Connecticut, in his inaugural message, says that the depression of values has reduced "the grand list of the State" nearly \$7,000,000; but the finances are in a creditable condition. The bonded debt is \$5,014,000. About \$1,250,000 have been expended on the new State House at Hartford, which is being built within the estimate of a total cost of \$2,500,000. During the last year the railroads of Connecticut carried 11,000,000 passengers without one fatal accident.

Rapid progress is being made with the Western Counties Railway between Yarmouth and Digby, N. S. Only six miles of the Yarmouth end remains to be graded, and not more than a third of the section between Digby and Weymouth. As soon as the frost is out of the ground track-laying will begin, and one half of the line will be ready in a few months, the whole before the end of the year.

A certificate was filed with the Secretary of State of Ohio on the 29th ult., changing the route of the Michigan and Ohio railroad so that it will run through the counties of Franklin, Pickaway, Fairfield, Hocking, Vinton and Gallia, terminating at some eligible point at or near Gallipolis.

The Pullman Palace Car Company are about introducing the new hotel cars to run between Chicago and Philadelphia during the Centennial Exposition. They are fitted up with all the modern improvements, combining a drawing room and dining room car during the day and a sleeping car during the night.

At a convention of friends of the Middleboro' Railroad, held in New Bedford, Mass., on the 1st inst., measures were taken for the formation of a company to build a narrow gauge road, and a committee was appointed to select a list of directors.

The bonded indebtedness of the city of Cumberland, Md., is \$349,900, with a non-bonded debt of \$5,028 71. The property belonging to the city is estimated to be worth \$345,200.

## Railroad Building.

The number of miles of railroad built in the United States during the year 1875 was 1,483, against 2,025 miles in 1874, 3,883 miles in 1873, and 7,840 miles in 1872. Nearly all the new roads are short lines, intended to serve local wants, the average length of each being only 17 miles. In the South railroad building has almost wholly stopped. In the Northwest it has fallen off 90 per cent since 1872. In New England the amount is very little less than last year. New York built 200 miles, against 125 miles in 1874. California 174 miles, and Illinois 172. The States of Alabama, Florida, Kansas, Kentucky, Louisiana, Minnesota, Mississippi, Oregon, Rhode Island, Tennessee, Virginia and West Virginia, and all the Territories except Utah, built none at all. The first of the railroad States is now Illinois, with 6,931 miles; Pennsylvania is second, with 5,805 miles; New York third, with 5,450; and Ohio fourth, with 4,405.

## North Western (Ca.) Railway.

The annual meeting of this company was held in Hamilton on the 2d inst. The report submitted to the directors showed that the Lake Erie division of the road had earned during the past year ending the 31st December \$78,893. The working expenses were \$49,078, being a fraction over 62 per cent, leaving the net revenue \$29,815, while there has been an increase in the working expenses of \$4,500 more than a corresponding decrease took place in the earnings over the year 1874. The directors state that the western division, from Hamilton to Georgetown, has been contracted for, and is expected to be opened about the end of this year.

A novel locomotive has been made in California to run on the long flumes that are used to float lumber down from the mountains. The wheels fit on the edge of the sides of the flume, and at the ends of the car are paddle wheels dipping into the water, and which are turned by the swift current. By a simple arrangement this power is made to propel the locomotive up the flume, and it runs back itself.

The Ohio State Journal says that M. M. Greene, President of the Columbus and Toledo railroad, has ordered the rails, and track laying will begin as soon as the weather will permit. The first rails on the road will be laid at Marion and extend in the direction of Columbus.

The Seattle and Walla Walla Railroad Company have contracted with J. M. Colman, of Seattle, Washington Territory, to complete the first section of fifteen miles of their road. Work will be commenced immediately.

The question of the appointment of a receiver for the Atlantic, Mississippi and Ohio railroad has been postponed until June 1.

## Little Rock, Mississippi and Texas Railway.

The Spirit of Arkansas, published at Little Rock, learns from President John H. Reed, of Boston, Mass., who has been spending some days in the city and State, that "the above-named company has determined to erect its depot buildings and shops in the eastern portion of our city, and also that it has agreed to build a railroad and wagon bridge across the Arkansas river at the end of Collins street, provided the approaches are furnished. The east-end property owners have agreed to purchase the necessary land, and we may now look forward to these important improvements. Mr. Morley, the Chief Engineer, will rebuild a portion of the road beyond Pine Bluff, and make other improvements, after which work will be commenced nearer home—probably about November 1st."

The following gentlemen have been elected directors of the Kansas Pacific and Colorado Central Railroad consolidated companies. Robert E. Carr, John D. Perry, Carlos A. Greely, Adolphus Meir, Stephen Edgell, Jay Gould, Oliver Ames, Sidney Dillon, and James Smith.

## RAILROAD IRON.

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Gas and Steam Fitters' Tools.  
Cast Iron Gas and Water Pipe.  
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**The Coal Trade.**

The return of the trade from all the regions for the week ending the 29th ultimo foots up 470,063 tons, against 346,261 tons for the corresponding week last year, showing an increase of 123,802 tons. The total amount of anthracite mined for the year is 4,535,356 tons, against 4,450,023 for same period last year, an increase of 85,333 tons. The quantity of bituminous coal sent to market for the week was 66,049 tons, against 76,786 tons for corresponding week last year, a decrease of 9687 tons. The whole bituminous tonnage from the beginning of the coal year is 960,553 tons, against 901,407 tons in corresponding time last year, an increase of 59,070 tons. The total tonnage of all kinds of coal for the week is 536,112 tons, against 421,997 to corresponding date last year, an increase of 114,115 tons, and the total tonnage for the coal year is 5,495,909 tons, against 4,651,500 tons to same date last year, an increase of 844,409 tons. The quantity of coal and coke carried over the Pennsylvania Railroad the last week was 99,784 tons, of which 82,249 tons were coal and 17,535 tons coke. The total carried this year is 1,185,785 tons, of which 930,231 were coal and 206,054 coke. This total embraces all the coal carried over the road, east and west. We continue to quote freight charges to New York at 85 cents, Providence at \$1 20@ \$1 25 and to Boston at \$1 85@ \$1 40 per ton. At Perth Amboy for the week ending on the 29th ultimo the receipts of coal were 24,563 tons and the shipments 22,914 tons, leaving 112,554 tons on hand. Freight to Boston, 95 cents; New Haven, 65 cents; Hartford, \$1; Providence, 80 cents.—*Phila. Ledger, May 8.*

The Newark (N. J.) Steel Works, Benj. Atha & Co., made, in the month of March last 200 tons of steel, mostly for files, tools and machinery. The works have three trains of rolls and five steam hammers. They employ 90 men, and report trade a little better than last year. They supply all the steel used by the Nicholson File works.

The Adirondack Steel Works, Gregory & Co., Jersey City, N. J., are in operation single turn, and part of the week one-third overtime. With the present force, 70 to 80 men, about 38 tons of steel per week is the product. Business is a little better than a year ago.

Thomas L. Nelson has been appointed a Commissioner on the accounts of the Providence and Worcester Railroad.

CHAS. PFEIFER, C. J. SCHULTZ,  
Constructing Engineer. Proprietor.

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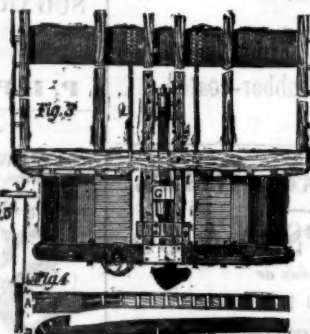
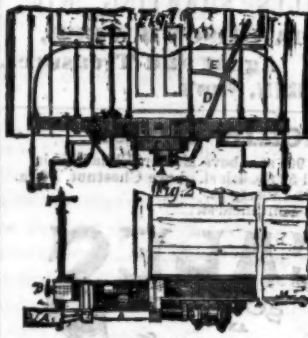
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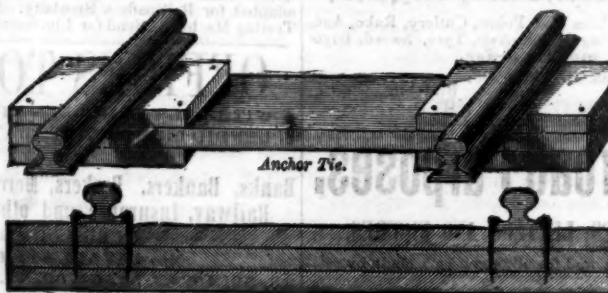
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